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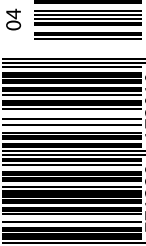
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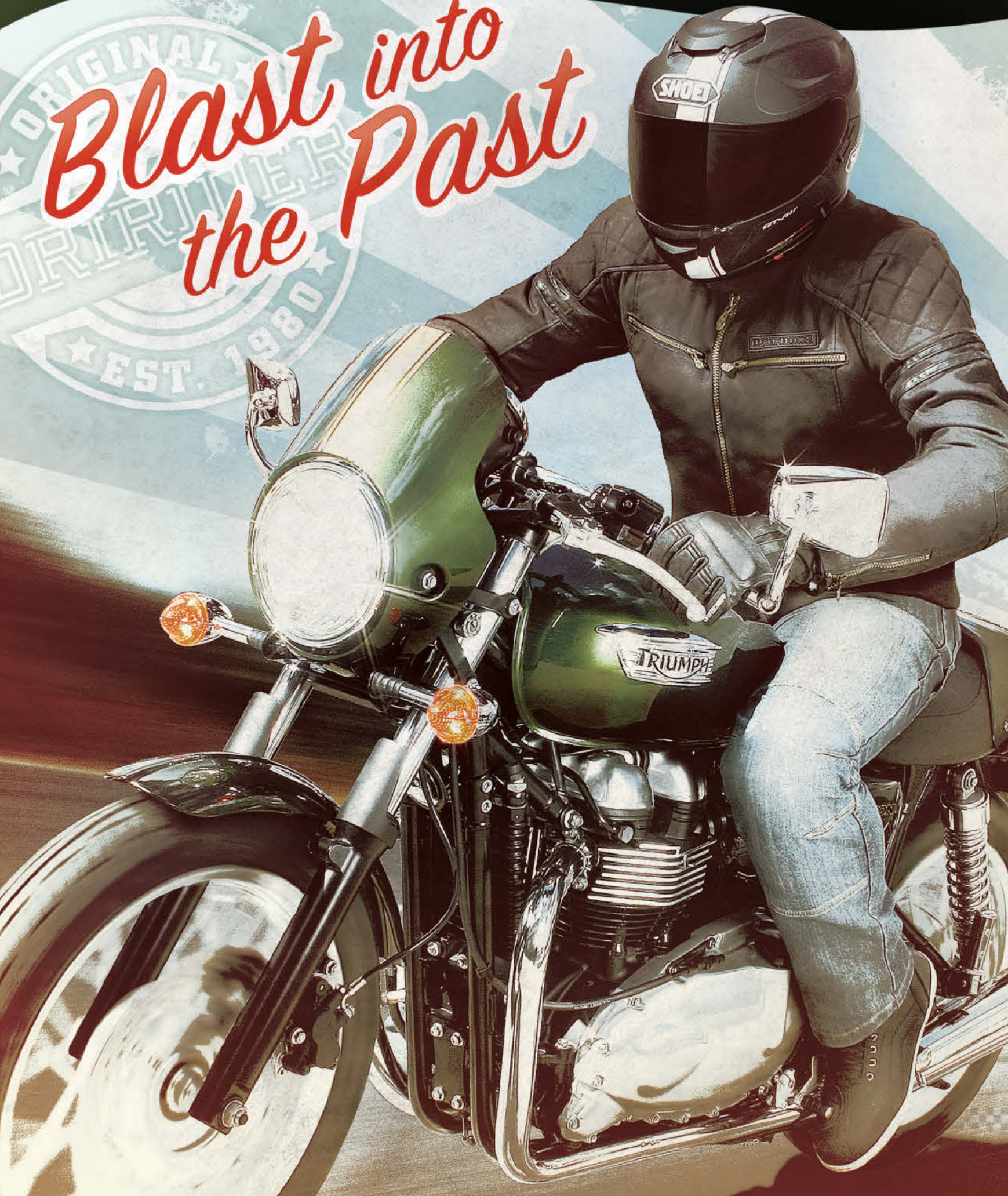
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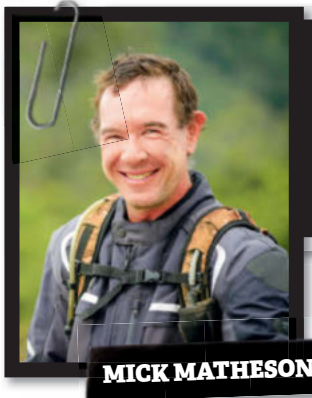
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MICK MATHESON

The best thing about main road improvements is the old roads they leave behind

As you ride along the northern half of the New England Highway in NSW, you're regularly reminded that the road has been improved dramatically in recent years. "Improved" is not the right word, though: upgraded is better. The new highway is straighter, smoother, flatter and easier. There are more overtaking opportunities and fewer sections that will slow down heavy vehicles or ambling caravans. So yes, definitely upgraded. But improved? Depends on your point of view.

Driving my diesel ute down there the other day, loaded to the gunwales and on a tight schedule, I was quite happy with the current state of affairs. We made excellent time and I didn't get fatigued. The cops almost got me for speeding, which would have been the ultimate irony because the poor old Nissan could rarely get up that much of a head of steam, but driving downhill on a smooth section without an eye on the speedo nearly got me nabbed. That's how I got my last speeding fine, in an 80 zone, but that's another story.

Anyway, along the way I kept looking at the remnants of the old New England Highway as they weaved in an out of view on either side of the new one. They took far more twists and turns. They were narrower. They were steeper. They looked like a lot of fun on a bike. I remembered some of them quite well — and they were fun.

I imagined riding them on an

adventure-touring bike, enjoying the fact that some parts were covered in leaf litter. Some bits were completely back to grass now, but still flat and wide and winding. Occasionally the old road disappeared into a gully, which would have been a challenge, but other times the old bridges still stood. There's that one bit up the Moonbi hills where you can see two old bridges as you cross a third. I don't know how I'd cope with the bits of road that are now buried under the new one; I suppose I'd have to find somewhere to climb the bank and re-join the modern route.

However, it'd be impossible to ride any significant amount of the abandoned road because most parts are now fenced off in someone's paddock.

One part of me shed a tear for the roads we've lost, and not just the New England. The pragmatic side of me was dismissive of

such sentimentality. It pointed out all the traffic sharing the road with me that day — a huge volume of vehicles compared with what we dealt with just 20 years ago, let alone 30 or 40. The old road just wouldn't cope with that many cars, trucks, buses, caravans, campervans and motorcycles. The slow vehicles would simply kill the fun of the corners because there'd be great long convoys of them to pass, and fewer places to pass them. We'd end up stuck behind them, frustrated at not being able to hook into the corners. Even doing that most naughty of motorcycle manoeuvres — passing over two lines because we can — would be hard because of the endless oncoming traffic.

No, it's probably better that the road has been upgraded. As I came to that conclusion, I also realised that I should have worked this out years ago. Why hadn't it?

That's easy to answer. I hadn't been on the New England for years. The last time was about 10 years ago on a road trip in a 1965 Dodge, a car that lapped it up thanks to the upgrades. But on a bike? Stewth, maybe 20 years ago, when the ride was more interesting but still not as much fun as it had once been.

Ever since then I've chosen the back roads or headed further west to go north. Why on earth would I ride the New England when there's the Putty Road, Bucketts Way, Thunderbolts Way, the Waterfall Way before deviating through Ebor to Grafton, and all those little roads north of Lismore and Kyogle into Queensland? Been there, done that, but meanwhile had no idea just how much the New England had changed.

And until I have to drive up that way again, I don't think I'll get any idea of the changes that are coming in the future. Long live the old back roads. **ARR**

THE OLD ROADS



■ The Oxley Highway is one lovely link in a chain of alternative routes to the New England and Pacific highways

The old road just wouldn't cope with that many cars, trucks, buses, caravans, campervans and motorcycles

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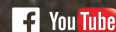


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BY NEWS EDITOR MARK HINCHLIFFE
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NEWS FOR ROADRIDERS

LEARNERS AND CRUISERS LEAD THE WAY



■ The Softail Breakout continues to be Harley's number one

Australia's best-selling models of 2015

Learners and cruisers are once again leading the motorcycle market, even though sales have dropped slightly in the first quarter.

Significant performers were the \$29,495 Harley-Davidson Breakout, which was the fourth-best-selling bike in the market, Yamaha's MT-07 in fifth place and the BMW brand, which increased sales a whopping 22.1 per cent to 855 on top of an already impressive record of 23.1 per cent growth last year.

But looming large on the horizon is the learner-approved Harley-Davidson Street 500 which, in just two months of sales, was the second top-selling cruiser in the market and ninth road bike with 218 sales.

Learner bikes dominated the top 10 with the Kawasaki Ninja 300 down 13.9 per cent to 681, but still the second-best-selling bike behind

the Honda postie bike. Other learners in the top 10 were Honda's CBR300R and CBR500R.

Overall, the market was slightly down 1.23 per cent to 24,505, according to industry figures from the Federal Chamber of Automotive Industries. However, if you extracted the 35.1 per cent drop in scooter sales to 1562, sales would look a lot better. Off-road bikes

were the only category that showed sales improvements. They were up two per cent to 7715 against the same period last year mainly because they were down substantially last year.

Road bikes remain the dominant sector, with 45 per cent of the market, but sales were down 2.3 per cent to 11,066. ATVs were

Top 10 road bikes, 1st quarter 2015

	YTD 2015	YTD 2014	% Change
Honda CT110X	701	698	0.4 per cent
Kawasaki Ninja 300	681	791	-13.9 per cent
Harley-Davidson Softail Breakout	395	325	21.5 per cent
Yamaha MT-07	395	0	100.0 per cent
Honda CBR300R	304	0	100.0 per cent
Honda CBR500R	302	592	-49.0 per cent
Honda CB125E	246	233	5.6 per cent
Yamaha MT-09	245	226	8.4 per cent
Harley-Davidson Street 500	218	0	100.0 per cent
Yamaha V-Star 650	200	227	-11.9 per cent

also down 3.5 per cent top 4162, but these decreases are against a strong sales period last year.

FCAI chief executive Tony Weber said Honda was the leading volume manufacturer with 5861 sales, increasing its market share from 19.3 per cent in the first quarter of 2014 to 23.9 per cent. Honda was followed by

Yamaha with 4298, Kawasaki 2771 and Suzuki 2325. Honda also led the road bike sales with 20.4 per cent of the market, but was closely followed by Harley-Davidson with 19.6 per cent, then it's a big gap to Kawasaki with 14.4 per cent and Yamaha 13.3 per cent.

The FCAI says their 2015 motorcycle sales figures do not include CFMoto, TGB or

Daelim. Chinese manufacturer CFMoto had been in 10th place in the market and 11th in road bike sales. CFMoto, TGB and Daelim were not members of the FCAI in 2014, but did contribute to the industry data collection. Motorcycle manufacturers can opt in or out of the collection and this year they have opted out.



↑ Yamaha's MT-07 has rocketed up the charts



↑ The CBR300R is Honda's best seller

TRUTH IN NUMBERS?

Japanese motorcycles are the most reliable, yet owners of American bikes the most satisfied

Japanese motorcycles are the most reliable while Victory and Harley owners are the most satisfied and happy with their bike, according to American consumer advocacy magazine *Consumer Reports*.

Australian consumer advocacy magazine *Choice* does not have any consumer reports on motorcycles or their reliability. A spokesperson says it isn't cost effective to test motorcycles. However, we can use this American study as a guide, keeping in mind their patriotism at the same time ...

The annual American consumer survey of the top 10 brands found similar results to last year, with the Japanese marques leading the reliability stakes. Yamaha recorded the lowest failure rate for four-year-old motorcycles with 11 per cent, followed by Suzuki and Honda (12 per cent) and Kawasaki (15 per cent).

American brands Victory (17 per cent) and Harley-Davidson (26 per cent) were midpack, and Triumph (29 per cent), Ducati (33 per cent), BMW (40 per cent), and Can-Am (42 per cent) were the more trouble-prone brands.

However, it was a different story in the owner satisfaction or happiness stakes with a

whopping 80 per cent of Victory owners saying they would definitely buy the same bike if they were to do it all over again. Harley-Davidson owners were also quite satisfied, with 72 per cent happy to buy another Hog, followed by Honda (70 per cent) and all other brands well below 70 per cent.

Consumer Reports surveyed their subscribers, who reported on more than 12,300 motorcycles from model years 2008 to 2014. It found that comfort was the most important attribute for high satisfaction scores. Among the 10 brands surveyed, only Victory earned the highest rating for comfort. It also received a top mark in almost every category. Meanwhile, Ducati, Kawasaki, Suzuki and Triumph had the lowest mark for comfort.

There were closer scores for other

satisfaction categories such as acceleration, fun and styling. However, in the ratings for handling, the three-wheeler Can-Am Spyder received a lower satisfaction rating than every other brand.

When it comes to repairs, cruisers are the most reliable category, with a 15 per cent failure rate by the fourth year of ownership. They were followed by dual-sport/adventure, standard, touring, sport touring, and sport bikes ranging up to 23 per cent failure rate, but none was statistically more failure-prone than the others.

Trikes scored significantly greater risk of repairs, especially those with two front and one rear wheel, such as the Can-Am Spyder, which was almost twice as likely to experience a problem as most other types of motorcycles.



↑ The survey says you'd be happy on an American motorcycle

RIDING ON

Black Dog Ride future revealed

The popular Black Dog Ride (BDR) to raise funds and awareness for mental health is heading overseas to the US, UK and even Tasmania!

BDR founder Steve Andrews says he is "overwhelmed by the success of BDR, which, in the six years since Steve rode around Australia to initiate the charity, has raised almost \$2 million. That's double the \$1 million total in the past 18 months!

"Sometimes I'm overwhelmed by the take-up that there has been," says Steve, who is also BDR managing director. "Part of the reason for the success is that we all don't need much of an excuse to get on our bikes and if you can do that and have some fun and support a cause that is close to everyone's heart, it's a great formula."

Steve says he plans to expand overseas with the first international BDR in September from New York to LA over 21 days, with 50 riders and 24 pillions from Australia.

"That will be an amazing experience," he

says. "We put out an invitation to all riders who have participated in rides and had all spots filled straight away. We've also got plans to do New Zealand next year in October/November and we're looking at the UK the following year."

He also says the main BDR in 2017 will be to Tasmania, rather than the Red Centre. "That will keep them happy," he says.

Steve rides a BMW K 1200 GT, which he bought to do his first ride and has ridden on every subsequent ride, except the One Dayer in March where he rode a "great little BMW R nineT" at the Wangaratta ride. BMW last year gave away an R nineT in the BDR raffle and this year will provide a popular R 1200 GS.

Total BDR funds raised on the March 23 Black Dog One Dayer have not come in yet, but Steve estimates that it will bring the six-year fundraising total close to \$2 million.

"When I got on my bike on my own and rode around Australia, I never would have dreamed that there would be 33 rides on the same day nationally all riding for the same cause," he says.

Almost 7000 riders participated in this year's BDR One Dayer, which was slightly more than last year, despite clashing with the Ulysses

AGM in Wodonga.

"The difference we had this year was that the individual rides supported a Lifeline agency in their particular community whereas before it went nationally to Lifeline," Steve says. "In a couple of places like my home town in WA we supported a local mental health organisation."

This year's main event is the Black Dog Ride from August 15–22, which returns to the Red Centre after last year doing a lap of the country and raising a massive \$411,000.

"But there is a bit of a difference this time, with a visit to Uluru," he says. "We're also working on some exciting things ... but I can't tell you just yet."

The BDR One Dayer will be held nationwide next year on March 20. Funds raised by BDR are directed to Lifeline's Online Crisis Support chat service and funding mental health first aid instructors across Australia. If you need urgent help or support, please contact Lifeline on 13 11 14.

DOING IT ALL

Combining two popular pastimes, this couple was spotted having sex on a motorcycle while riding along the Mandovi Bridge in Goa, India, on a Sunday afternoon. Photos were posted on social media and eyewitnesses said that even though there were police present, no one stopped them. Police eventually traced the couple to a nearby hotel after identifying them by the numberplate in the social media photos. They were fined 1000 rupee (about \$20) for reckless driving.



↑ Surely this makes riding a motorcycle less enjoyable



↑ The Black Dog Ride is growing! Photo: Shelley O'Brien



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WATCH BOX

A timepiece as rare as a low-kilometre R32



■ Boxer inspiration indeed!

How cool is this watch inspired by the legendary BMW boxer engine? The Timeburner watch's show-stopping feature is a horizontal piston movement like a boxer engine that moves and tells the time.

It may not be hi-tech like the new Apple watch or any of the smart watches hitting the market, but it will have a lot of gimmicky appeal to those who love old bikes.

Only 99 of each of the three models were made and price was only supplied on application, so you can guarantee they were expensive.

The Timeburner was designed and built by watchmaker Marc Jenni and BMW fan Miki Eleta who always dreamed of owning a 1950 BMW R50. The three models are the ME 1 Silverlight, ME 2 Chrome-Rider and ME 3 All-Black, all encased in stainless steel, with a bronze bezel and crown that is guaranteed to age nicely like an old Beemer.

For the watch freaks, the movement is a modified Unitas cal. 6497-1 and has a power reserve of 46 hours.

KILLA IN MANILA

Filipinos smoke world burnout record

Motorcycles have been making and breaking Guinness World Records for more than a century and one of the latest is for the biggest simultaneous motorcycle burnout. The record was set by 300 people on Saturday, April 11, 2015, in Tagaytay City, Philippines. It smokes the previous record of 213 bikes by Harleystunts and Smokey Mountain Harley-Davidson in Tennessee in August, 2006.

Here are some other notable entries in the Guinness World Records by motorcycles:

The tallest rideable motorbike is 5m tall, 10m

long and weighs about 4 tonnes. Made by Fabio Feggiani, it had to travel 100m to gain the record in 2013. But it wasn't the heaviest bike. That record belongs to the Harzer Bike Schmiede, which weighs 4749kg and was built by Tilo and Wilfried Niebel of Zilly, Germany, out of military surplus parts.

The smallest rideable motorcycle was the "Small Toe" made by Tom Wiberg of Sweden in 2003. It has an 8cm wheelbase, 6.5cm seat height and weighs just 1kg. It has a top speed of almost 2km/h with its 0.3 horsepower motor. Wiberg rode 10m in 2003 to clinch the record.

The world's fastest wheelie on ice is held by Swedish racer Robert Gull, with an overall speed of 183.8km/h over 100m. Meanwhile, "StuntWars"

creator Todd Colbert did a 100m wheelie at 130km/h on his stock 1992 GSX-R1100 in 1998 with nine people on board, smashing the previous record of eight people.

The longest wheelie belongs to Yasuyuki Kudo of Japan, who rode a wheelie on his Honda TLM220R for 331km at the Japan Auto Research Institute proving ground in May of 1991.

The fastest wheelie is 307.86km/h by Patrick "Ghost Rider" Furstenhoff on a Honda Super Blackbird 1100cc turbo at Bruntingthorpe Proving Ground, Leicestershire, England, in 1999.

The longest ride in 24 hours was by Ol' "Dusty Rusty" Vaughn, who rode his Harley 3249.9km in August, 2011, on the Continental Tire Test Track in Uvalde, Texas, with an average speed of 135km/h.



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LEANER LAWS FOR VICTORIA

Riders want fewer restrictions and fines on lane-filtering laws in Victoria

Rider groups are calling for fewer restrictions and lower fines when lane filtering laws are introduced in Victoria in September.

Independent Riders Group spokesman Damien Codognotto says the IRG and the Victorian Scooter Riders Association believe the lane-filtering restrictions and penalties imposed in NSW, Queensland and the ACT (where it is undergoing a two-year trial) are too harsh. Fines are more than \$300 and three demerit points and restrictions include a maximum of 30km/h and various bans on where, when and which riders can filter.

"Increased restrictions will make filtering less safe," Damien says. "Heavy fines will mean people who are commuting safely to save time and money will have less to spend on safety gear. In NSW they have fines and loss of points

for filtering between traffic and parked cars and/or overtaking buses and trucks," he says. "Here bicyclists are encouraged to do this and the onus is put on car occupants not to 'door' riders. We want similar overtaking rules and stop lines for bikes ahead of cars at the lights."

Damien says they are working hard to make sure the Victorian filtering rules are different to other states. While the different rules will make it complicated for interstate riders, it could lead to state ministers rationalising the rules and making them standard across all states. However, don't hold your breath.

While the rider groups want minimal rules and restrictions, they do believe the introduction of lane filtering should be accompanied by a major driver education campaign.

"It should point out that filtering is not new," he says. "It has been done safely since

there has been traffic. It is the safest way to ride in heavy traffic."



↑ Lane filtering works when done properly

SILVER SCREEN SCREAMER

Hollywood legend Ann-Margret may be 73, but she still loves nothing more than hopping on her lavender-and-daisy Harley-Davidson and "caning it"

Ann-Margret starred in a host of classic Hollywood films in the '60s and '70s alongside other motorcycle fanatics such as Elvis Presley and Steve McQueen.

However, the Swedish-born star says she didn't get her love of motorcycles and speed from them, according to an interview in *Modern Times* magazine.

"My uncle rode bikes and when I was

a young child, we lived very close to the Norwegian border so we'd travel from my village all the way over the fjords and mountains," she says in the interview. "I loved it and later when I saw *The Wild One* with Marlon Brando, it just blew me away. I had to have a motorcycle. My father owned an Indian motorcycle so he really couldn't say anything when I wanted one of my own."

At a recent 50th anniversary screening of *The Cincinnati Kid*, in which she starred with McQueen, she confessed that the fastest she's ever gone is 120mph (193km/h), at 2am on LA's notoriously twisty Mulholland Drive. "There was hardly any traffic," she says.

Paramount Studios obviously knew about Steve's and her love of speed and motorcycles, because they were banned from riding their motorcycles to work or they wouldn't be insured.

"Steve had such animalism; he was like a cobra," she says. "Like me, he loved speed. I was single then and rode a Triumph 500. I could identify with him because I'm a bit of a daredevil too. I love a little bit of danger and he felt the same. I remember Steve told me: 'Let them stay nervous, that's their job.'"

Ann-Margret says she never watches her movies and has seen *The Cincinnati Kid* just once in the past 50 years, preferring to go for a ride on her Harley.



■ Ann-Margret still loves riding!





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HARL10156_B

FROM DA HAUS

■ Another look for BMW's R NineT



BMW's R nineT custom range expands

The retro/modern BMW R nineT continues to show its chameleon abilities with new tank accessories to further personalise the bike. Custom houses and riders alike are creating some radical designs based on the bike and now you can even change the tank.

BMW Motorrad is expanding its range of accessories with a special aluminium fuel tank available in two versions: hand-brushed, gloss-varnished and with visible or smoothed welding seams.

Prices in Europe are €1695 (about \$A2300) for the visible welding seam and €1795 (about \$A2500) for the smoothed welding seam. BMW says the fuel tanks are to be fitted by "BMW Motorrad partners exclusively".

BMW Group Australia corporate communications GM Lenore Fletcher says they expect the tanks to be available here in July, with pricing announced closer to the sale date.

Both aluminium fuel tanks are identical to the series production fuel tank in shape, volume and weight.

PLASTIC FANTASTIC

As motorcycles continue to strive for weight savings, could the future generation be made with plastic engine parts?

Europe's largest application-oriented research organisation, the Fraunhofer Project Group, believes they can reduce the weight of an engine by 20 per cent using fibre-reinforced plastic parts, such as the cylinder casing and even crankcase bearings, rather than metals such as aluminium. Furthermore, they believe it won't cost any more to mass produce.

They demonstrated their experimental "plastic" engine at the world's leading trade fair for industrial technology, the Hannover Messe, in Germany in April. Project leader Dr Lars-Fredrik Berg says they used a special fibre-reinforced phenolic composite material for the cylinder casing in the single-cylinder engine. It is made of 55 per cent fibres and 45 per cent resin and is cheaper than carbon fibre-reinforced composite. The material was developed by SBHPP, a business unit of Sumitomo Bakelite.

The researchers have performed successful test runs on the engine and found it is not only capable of the same

performance as conventional engines, but is quieter and gives off less heat. Being lighter, it would also have advantages for a motorcycle's handling, centre of gravity, acceleration and fuel economy.

The biggest challenge was making the material able to withstand extreme temperatures, high pressure and vibrations without suffering damage.

"First we looked at the engine design and identified the areas subject to high thermal and mechanical loads," Dr Berg says. "Here we use metal inserts to strengthen their wear resistance."

For example, the Fraunhofer researchers modified the geometry of the cylinder liner to ensure the plastic is exposed to as little heat as possible.

"The characteristics of the plastic material also play an important role," their website says. "It needs to be sufficiently hard and rigid, and resistant to oil, gasoline and glycol in the cooling water. It must also demonstrate good adherence to the metal inserts and not have a higher thermal expansion coefficient than the metal or the inserts would separate from the substrate."

Future bike engines made with plastic?



■ Plastic has a future in engine components and casing!

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30TH ANNIVERSARY (ABS)
LIME GREEN

SPECIAL EDITION (ABS)
METALLIC MOONDUST GRAY

SPECIAL EDITION (ABS)
CANDY PLASMA BLUE

(NON-ABS)
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(NON-ABS)
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Ninja 300 ABS

- 296cm³ parallel twin engine
- World's first 300cc street fighter
- Relaxed riding position



CANDY FLAT
BLAZED GREEN

METALLIC RAW
GRAYSTONE

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CANDY BURNT ORANGE

Ninja 650L ABS

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- Smooth and responsive user friendly performance



CANDY LIME GREEN

METALLIC SPARK BLACK

ER-6nL ABS

- Easy to use 649cm³ liquid-cooled, fuel injected, parallel twin engine
- User friendly low seat height



CANDY LIME GREEN

METALLIC RED

VERSYS 650L ABS

- Easy to use liquid-cooled, fuel injected, parallel twin engine
- Touring potential
- Genuine accessories available



METALLIC SPARK BLACK

KLR 650

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CANDY LIME
GREEN

METALLIC FLAT
RAW GRAYSTONE

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LIME GREEN

KLX 150L

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LIME GREEN

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THE FUTURE IS SAFE, CLEAN, CONNECTED

Bosch driving electronics to new frontiers

Future riders will have bikes that connect with their mobile phone, the internet, and even activate the engine immobiliser and read engine faults via a smartphone app, according to German automotive electronics company Bosch.

The comment comes as the company announced the formation of a Two-Wheeler and Powersports division to consolidate all its motorcycle activities — riding safety systems, power train technology and display instruments — in the one business section, based in Yokohama, Japan.

The new business unit offers safety solutions such as ABS and Motorcycle Stability Control (MSC), a type of ESP for motorcycles. It also includes electronically controlled injection

systems, powertrain components for electric two-wheelers and interfaces for connecting motorcycles with smartphones or tablets as well as connected cloud services.

“Our systems put even more safety, efficiency and fun into the motorcycle,” says Geoff Liersch, head of the new Bosch business unit. Bosch says its digital intelligence systems will allow a smartphone app to activate the immobiliser, read out engine faults and supply Bluetooth and internet connectivity.

Bosch board member Dirk Hoheisel says their systems will dominate future motorcycles. “Bosch technology for more efficiency and safety should be part of any car, and in the future, the same will go for motorcycles,” he says. “We are aiming to

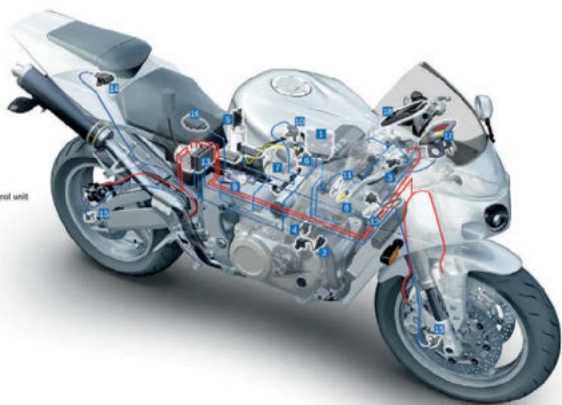
become a leading supplier in the motorcycle market too.”

Bosch predicts that the motorcycle market will balloon to 160 million a year by 2021, which is a third more than today. “The portion of the market relevant for Bosch, which covers driving safety systems, powertrain technology, and displays and infotainment systems, will double over the next five years,” says Dirk.

Most of that growth will take place in Asia, studies suggest, predicting that in 2021, nearly 90 per cent of all powered two-wheelers will be made in China, India and South-East Asia. That group consists mainly of small motorcycles with engine displacement up to 250cc, one of the most common modes of transport throughout large parts of Asia.

Bosch components for high performance motorcycles

- Engine management**
 - 1 Electronic control unit Motronic
 - 2 Crankshaft speed sensor
 - 3 Camshaft speed sensor
 - 4 Knock sensor
- Fuel supply and injection**
 - 5 Electric fuel pump and pressure regulator
 - 6 Fuel injector
- Air management**
 - 7 Electronic throttle body
 - 8 Temperature sensor
 - 9 Canister purge valve
 - 10 Manifold air-pressure and temperature sensor
- Ignition**
 - 11 Spark plug
- Exhaust gas treatment**
 - 12 Lambda sensor
- Safety**
 - 13 MSC hydraulic unit with attached control unit
 - 14 Inertial measurement unit
 - 15 Wheel speed sensor
- Infotainment/connectivity**
 - 16 Connectivity control unit
 - 17 MyBos
 - 18 Smartphone integration



Bosch components for small motorcycles

- Engine management**
 - 1 Electronic control unit Motronic
 - 2 Crankshaft speed sensor
- Fuel supply and injection**
 - 3 Electric fuel pump and pressure regulator
 - 4 Fuel injector
- Air management**
 - 5 Mechanical throttle body assembly
 - 6 Throttle position sensor
 - 7 Canister purge valve
- Ignition**
 - 8 Spark plug
- Exhaust gas treatment**
 - 9 Lambda sensor
- Safety**
 - 10 ABS hydraulic unit with attached control unit
 - 11 Wheel speed sensor



■ You'll be doing it all via phone soon

LUCKY MAN

Ducati appoints Scrambler ambassador

Ducati Australia has appointed Channel V presenter Danny Clayton as the official ambassador for the Ducati Scrambler in Australia.

“I’m thrilled to join a team that reflects my own thirst for adventure. I’m excited about this partnership with the Ducati Scrambler, which I feel embraces an aspirational lifestyle that strikes a chord closer to the hearts of a new generation of riders,” Danny says.

Ducati Australia CEO Warren Lee says Danny mirrors the “pure fun, free-spirited and youthfulness of riding” of the re-born Ducati Scrambler.



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CITY SPORT

BELLA (LADIES)

TOUR

SPORT

CAPTAIN IMPOSTER

Easy Rider chopper a “fake”

The auction sale of a Captain America chopper from the 1969 cult film *Easy Rider* has fallen through and the matter could end up in court. The only surviving chopper from *Easy Rider* was sold for \$1.7m in October, but when doubts about the bike's authenticity were raised after the sale, it's alleged the buyer backed out.

After the auction, *Easy Rider* actor Peter Fonda said the bike wasn't one of the originals. The chopper was partially destroyed in the film's finale and rebuilt by *Grizzly Adams* actor Dan Haggerty, who was a bike fettle for the movie. Three other bikes used in the film were stolen even before the movie hit the cinemas.

Haggerty has authenticated and sold two Captain America bikes, while Fonda has authenticated at least one other bike, but later withdrew it, saying he had been duped by Haggerty.

Gordon Granger, of Texas, bought a supposed original Captain America in 1996 from Haggerty for \$63,500. Haggerty later said it was not an original.

The bike offered at auction was owned by Michael Eisenberg, a Los Angeles real estate agent and collector of Hollywood memorabilia.

Eisenberg bought the bike in early 2014 from John Parham, a Midwestern motorcycle parts magnate who had bought it from Haggerty 12 years earlier. He says he intends “to litigate and turn the negative into a positive. I am perhaps destined to keep the bike and display it publicly in a world-class museum.”

The bike was momentarily the most expensive sold at auction, but that position has now been taken by a 1915 Cyclone board tracker once owned by Hollywood legend Steve McQueen. The 179km/h bevel-driven OHC V-twin bike sold for \$986,000 at a Mecum auction in Las Vegas in March. It was part of the 50-year E.J. Cole family collection of 225 motorcycles that yielded total sales of \$15.6 million, the most ever achieved by a single vintage motorcycle auction.

The other significant sale was a 1907 Harley-Davidson strap tank single dubbed the “Mona Lisa of Harley-Davidsons”, which went for \$825,000, making it the second most valuable bike sold at auction. Another McQueen-owned bike, a 1917 Henderson 4, sold for \$240,000.

Of the motorcycles offered at the auction, 23 sold for \$100,000 or more, and the average sale price overall was more than \$50,000 each.



↑ This 1907 strap tank Harley sold for \$825,000 recently

CAR BECOMES LANE-SPLITTING MOTORCYCLES

...and Malcom did this in the 1980s

Now that lane filtering (or lane splitting as it's called in the USA) is becoming legal in more and more places, drivers may want to get in on the action.

Well, maybe they can with this concept car called the Lane Splitter. It's like something out of a Batman movie, but it's an actual working concept.

The idea came from Fast Company, which unsuccessfully pitched it to Cadillac as part of a video series they call Creative Director. Cadillac wasn't a huge fan of the idea so they took the concept to Texan firm argodesign, which came up with the Lane Splitter.

It's a rear-wheel-drive, all-electric vehicle with a hubless steering mechanism for the car mode with a range of motion of about 35 degrees. In motorcycle mode, the front wheels split into two for extra stability, although they both tilt so the bike can lean. However, because the rider won't be able to put their legs down when it stops, trainer wheels will deploy at low speeds and while stationary.

Pure fantasy, or will someone make these one day?



↑ A car for all and bikes for two!

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THE HAPPINESS HYPOTHESIS

Mood and effect on road user behaviour realised

Riders are already happy, even when commuting, according to VicRoads research, but now the august organisation wants riders to be even happier.

Their “Travel Happy — Share the Road” campaign focuses on the impact that mood and driver behaviour can have on road safety and puts the onus on all road users, not just riders. After all, we’re already a largely happy bunch.

A recent VicRoads survey of 1000 road users found:
48 per cent of motorcyclists felt happy commuting and 23 per cent felt frustrated.
84 per cent of motorcyclists felt the behaviour of others on the road impacts their mood.
60 per cent of motorcyclists would be happier on the road if other road users would keep an eye out for them when changing lanes and at intersections. 55 percent of other road users feel they are most impacted by motorcyclists when they make unexpected or unpredictable moves

on the road.

The VicRoads campaign was launched by ambassador and keen motorcyclist Paul Mercurio at the first in a series of events targeting different road users.

“Being a motorcyclist and father of three daughters, I know how incredibly important it is that we are aware of those around us. Let’s look after each other on the road,” says Paul.

VicRoads spokesman James Holgate says all Victorian road users, regardless of their mode of transport, have a responsibility to make safe choices while on the road, and the Travel Happy — Share the Road campaign will help to highlight behaviour change.

“Unhappy road users are more likely to be aggressive and lack compassion for others. This can lead to frustration and anger, which can lead to risky behaviour,” he says.

“Motorcyclists can make other road users happier by indicating before changing lanes and maintaining a safe space between

themselves and other road users. They can improve their own safety by being alert, scanning ahead and using mirrors to avoid the unexpected.

“Other road users should be mindful of motorcyclists. Just because you don’t see a motorcyclist doesn’t mean one isn’t nearby, so use your indicators when changing lanes. A quick head check to ensure a motorcyclist isn’t in your blind spot will ensure everyone has a safer journey.

“We want all Victorians to share the roads and travel happily and safely from A to B. It feels really, really good when we all share the road.”

Their website has advice for travelling happier and the most important factors are to be mindful of other road users, avoiding behaviour that makes others feel unsafe and promoting mutual respect such as saying thank you when someone shows you some courtesy.

Visit: www.travelhappyvic.gov.au.

SCRAMBLING FOR TIME

Ducati Scrambler watch marks time

Swiss watchmaker Tudor has teamed up with Ducati again to create watches for the new Ducati Scrambler.

The Fastrider Scrambler watch comes on top of the vast array of Scrambler-specific accessories and apparel Ducati has released to coincide with the launch of its much-anticipated bike.

Tudor has been making Ducati-themed watches for four years and the latest are these Scrambler versions in ‘62 Yellow and Ducati Red for the Icon, and Wild Green for the Urban Enduro model.

They are crafted in brushed steel and ceramic, waterproof to 150m (450ft) and feature a self-winding mechanism offering 46 hours of power reserve and an easily adjustable calendar function.

Ducati Australia and Tudor Australia could not confirm a price or delivery date. They will be available in Tudor watch stores

in Melbourne, Sydney, Perth and Cairns later this year.

Speaking of collaborations, Audi subsidiaries Ducati and Lamborghini have teamed up with two Italian colleges in Bologna to put on a two-year joint education

program for 48 socially disadvantaged young people.

The students will have the opportunity to work on current Ducati motorcycles and Lamborghini models throughout their placement.



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- Zip to pant feature

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- Ultra reinforced knee and bottom panels
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- Removable quilted liner
- Reflective material
- Elastised knee and waist panels
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PROVING THE OBVIOUS

Traffic delays more reason for lane filtering

Australians stuck in traffic jams are spending nearly double the time in their commute, giving more reason for all states to introduce lane-filtering laws.

Lane filtering, which is now legal in NSW and Queensland with a two-year trial in the ACT, has been credited by the Belgian consultancy Transport & Mobility Leuven with reducing traffic congestion. Their study found that if 10 per cent of all private cars were replaced by motorcycles, time losses for all vehicles would drop 40 per cent.

In Australia, motorists are wasting up to four full days a year, or 91 hours, in traffic jams, according to the annual *Traffic Index* report released by GPS company TomTom.

The Traffic Index has found that Sydney again ranks as the most congested city in Australia and New Zealand, with an overall congestion level of 35 per cent. The Traffic Index compares travel times during congested and non-congested periods with the difference expressed as a percentage increase in travel time.

Surprisingly, Auckland (32 per cent) and Wellington (29 per cent) were the next worst after Sydney. While congestion remained the

same for Perth, Adelaide and Canberra, all others recorded steadily worsening times, including Sydney, which is up by 24 minutes.

Surely now is a good time to promote the values of lane filtering and to standardise the laws around the country so that riders can use breakdown lanes, bus lanes, road shoulders and bicycle boxes at lights.

According to the TomTom Traffic Index, in Australia, Tuesday and Wednesday were shown to be the worst mornings to commute, with morning peak-hour traffic surpassing afternoon traffic. Commuters across Australia experience the least traffic congestion on Monday morning.

Congestion levels are increasing on a global level and Australia is keeping up with this trend. However, Australia escaped ranking in the top 10 most congested global cities, with Istanbul topping the list and Sydney coming in 21st in the global ranking.

TomTom Asia Pacific VP Chris Kearney says TomTom is helping to reduce congestion by providing motorists with real-time traffic information via their Live Traffic site and "smart routing technology" in their navigation devices to help avoid congestion.

He also says road authorities and local governments can use TomTom's traffic data to better manage traffic flow during the rush hour.

Aus/NZ Traffic Index

(World position in brackets)

Sydney	35 per cent (21)
Auckland	32 per cent (41)
Wellington	29 per cent *
Melbourne	28 per cent (60)
Christchurch	28 per cent *
Perth	27 per cent (73)
Adelaide	25 per cent (81)
Brisbane	25 per cent (88)
Canberra	17 per cent *

* Population under 800k not listed in world rankings

World Traffic Index

Istanbul, Turkey	58 per cent
Mexico City, Mexico	55 per cent
Rio de Janeiro, Brazil	51 per cent
Moscow, Russia	50 per cent
Salvador, Brazil	46 per cent
Recife, Brazil	46 per cent
Saint Petersburg, Russia	44 per cent
Bucharest, Romania	41 per cent
Warsaw, Poland	40 per cent
Los Angeles, USA	39 per cent



■ Yep, Sydney traffic ain't good

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THE THINGS YOU SEE

BIGSHOT

"This was purely playtime. It's a thrill to get a big bike out there and let it do its thing in the looseness of the dunes and the firmness of the wet shoreline." The New South Wales mid-north coast has superb riding, some of it on pristine sandy beaches. See our back road tour from Coffs Harbour to Newcastle on page 100.

Photo: Danny Wilkinson





THE THINGS YOU SEE



AUSTRALIAN
ROADRIDER
THE REAL RIDE

BIGSHOT

Ducati takes desmodromics to a new level with the variable timing system in the new Multistrada 1200. The benefit is more civil bottom-end performance while retaining that stonking top-end that Ducati's eight-valve engine is known for. The best of both worlds! See the test on page 46.



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■ Roads like this won't stress an adventure tyre



Photos: Rob House

A TYRED DEBATE



When it comes to tyre choice, there are a lot of questions you need to answer first

I've just helped a mate source new adventure tyres for his air-cooled GS 1200 Adventure and thought I'd share our discussion with you. I know we all end up discussing tyres on our journeys and particularly on our mixed terrain adventures. It's always a topic at the bar: which give best grip, which ones last the longest, what are they like in the wet, on tarmac, on gravel

etc. It's usually a handful of names like the Continental TKC80, Michelin Anakee or Metzeler Tourance, to name just a few.

Leading numerous international adventure rides each year gives me the opportunity to try out various tyres in varying conditions. But even with this experience, the crew and I can rarely agree on a definitive tyre solution. The truth of the matter is that it's often a position of personal choice, conditions, cost and even fashion.

I know lots of us worry about using a knobby adventure tyre on the road in the wet.

The assurance offered by having a good road-biased tyre gives you that extra confidence in those conditions. This means that we're always compromising between on- and off-road profiles and trying to work out what percentage of riding we're planning to do and on what surface types.

My preference is always towards the more aggressive off-road tyre because I'm always looking forward to off-road sections. I've ridden knobbly tyre patterns for so long now I seem to just naturally adjust my riding to



■ There's nothing left on bike truck Billy's rear tyre!



■ Stand up and nail it!



“Just think of the pressure on an adventure tyre for a fully laden GS Adventure — panniers, top box, tank bag and pillion.”

you're on wet tar with knobbies — you just slow down and ride accordingly. The nice thing is that when you get to the off-road sections you can really use the tyres in their element. And let's face it, most bikes look awesome shod with big knobby tyres — even retro cafe racers!

Regarding the longevity of the tyre, one thing that is often overlooked is where you are using the tyres. There is a massive difference between running your adventure tyre along the cold wet muddy tracks of South Wales in the UK and the extremely hot and dusty trails of Namibia along the west coast of Africa. A second variable often left out of the equation is the rider. How do you ride? Are you sideways on every corner? Are you spinning it up along the trail whenever you can? Do you like to really play on the bike or are you more concerned about protecting the tyre and adding to its lifespan?

■ What a backdrop!



What about weight? You may want to think more about that diet! What about luggage? Just think of the pressure on an adventure tyre for a fully laden GS Adventure — panniers, top box, tank bag, pillion etc. It's logical that there is going to be more wear with all that weight compared to the 70kg guy riding his GS with all the luggage in a support vehicle.

The same goes for performance. I've written here before about adventure packing and travelling light. I must admit, I love to ride my GS off-road without luggage — it's just magic. Yes, I know what I'm saying is common sense, but all I'm trying to do here is show how difficult it is to compare like with like because there are so many variables.

For the last few years we've regularly been doing thousands of kilometres on Beemers across southern Africa using the Mitas range of adventure tyres. The main trip is about 10,000km going from Cape Town to Victoria Falls via Namibia and then returning to Cape Town through Botswana and Lesotho. The route is mixed. Primarily off road but with good twisty tar roads too, so tyre choice is pretty important as they have to last the distance while at the same time perform well. Off road in this instance means typical African gravel tracks, some sandy sections together with a few more interesting rocky twisty bits — such as the ride through the glorious Wupperthal in South Africa (look it up, it's bike heaven for the adventure rider!).

Mitas has historically been connected primarily with agriculture, but over the years it has been more involved with enduro and now of course big bike adventure tyres. We're pretty chuffed with the Mitas range that we've used and we have seen first hand the results. Of course, we're after longevity on our trip but we also want to feel that performance. We need



↑ Plenty of life left in that knobbie

the tyres to last at least 5000km, to Victoria Falls, but we also want to have fun.

Air pressure adds another dimension to the debate as it alters the performance radically. Lower pressure for sand or gravel makes sense, but too low and you risk a dented rim or a “peel off”, and too high and you lose controllability, especially in sand. I would go so far as to say that being able to ride sand successfully is highly dependent on air pressure.

The handling of the Mitas E10 and E09s on the air-cooled GS is just superb. We generally meet our target of 5000km on these tyres, if ridden sensibly — how long mine lasts is embarrassing — no further comment! We also use the Mitas E07 and frankly, these make so much sense. They're not as much fun as the 09s and 10s but they last forever and still perform great.

I'm sure I've left you with more questions than answers — with all the different variables, including your right hand, it can be a confusing topic. Added to that we now have a whole host of new adventure tyre products entering the market trying to keep up with the new adventure bikes. The adventure sector is still the fastest growing part of the motorcycle industry — long may it last.

I'd love to hear about your exploits and your adventure tyre choices and tips, so remember you can contact me through the magazine. **ARR**

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GEOFF SEDDON

RAINY DAYS

There's nothing like the wet to make you feel alive

As I write this, the sun is shining for only the second time in a month. It's not expected to last. The forecast is for more rain, then after that more rain again. Awesome.

Riding in the rain is for ducks. Until I moved out of the reach of town water 25 years ago, I wouldn't have cared if it never rained again. I now know why we need it but that doesn't mean I like it.

Commuting is the worst. Sydney on a wet day is Crash City, the last place you'd want to ride even a pushbike. I hated having wet socks all day, the wet gloves and wrinkly fingers, and the way the water ran down the back of my neck when I sat up at the lights. Most of all I hated the slippery roads. Rain is the reason we invented cars, especially for boring stuff like getting to work.

On a trip, I can live with it. Poor weather comes with the

territory, just another challenge to overcome and talk about at the end of the day. At least I'm prepared for it these days, after making it my life's mission to stay warm and dry.

Riding a faired bike helps. The long-term Victory CCT was a revelation — you could ride it in your underpants — but even the floppy bit of fibreglass on my Ducati keeps the worst of it at bay. I was reminded how much a while back when caught out on a 1200 Monster, wearing jeans and a leather jacket when a sudden storm rolled in to spoil my day 70km from home. Boy, did I get drenched!

I'm too old and stiff to manoeuvre myself into a one-piece rain suit although I enjoy watching my mates who do. Hilarious. Instead I rely on an all-purpose fabric jacket with an inner waterproof membrane, double zips and a sturdy collar, and it's only let me down once. I coat everything in Scotchguard, including plastic overpants that I double over fabric

touring trousers. I have just scored my first pair of waterproof boots — another revelation — but I'm still waiting to find the perfect helmet or gloves.

It was different 40 years ago. I remember the bride and I being so excited about buying our first Belstaff waxed-cotton jackets. They cost a bomb and exuded Gassit-like rally cred, but were never as waterproof as they were made out to be and left big black puddles everywhere we stopped. The matching pants were worse.

My better half turned out to be a pretty good rain magnet. Our first motorcycle trip was to Noosa on a Suzuki water-bottle in the summer of 1977, and it teemed all the way home. Another was a memorable coast run to the Island for the 1990 GP on a 750 Paso, our first two-up trip in a decade after a lengthy breeding spell. It rained so hard to our overnight digs in Bodalla, I suggested if it hadn't cleared up by morning, we'd stay in the pub and watch the race on TV. It only got worse and poured

all the way to Sale in Victoria. She is a good sport, my missus.

Of all my mates, it's the skipper who stays the driest in his bright yellow off-shore sailing gear. With rubber trousers that go up to his armpits and a long jacket, he looks ridiculous but is as dry as Lake Eyre, with his feet snug behind the cylinders of his BMW. But geez, how far do you go?

Some bikes weather the rain better than others, especially ones without too much chrome. My 900SS has none apart from the fork tubes (which pitted); the rest of brightwork is stainless steel, so there's not much to rust apart from the rider. My Norton radiates the stuff. The original chrome guards have yellowed a bit but are otherwise unblemished. The cheap reproduction mufflers pitted the first time I parked it wet in the shed. If you ever wondered why Harley riders chamois their bikes after every wet ride, it's not only the OCD kicking in.

Oh look, it's raining again. Oh joy. **ARR**

"Rain is the reason we invented cars, especially for boring stuff like getting to work"



■ Riding in the rain can be enjoyable, and the right choice of machine can make it even better

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ZOE NAYLOR

THIS RACING LIFE

We catch up with the most successful Aussie superbike champion after a life of racing

I was introduced to Shawn Giles through a mutual friend on a recent camping trip to Lake Lyall. The last time I came close to an ex-superbike champion was when I rode pillion with Troy Bayliss on a private track day and cried after doing a wheelie at over 200km down the straight. This time there was no tear ... Thank goodness!

Zoe: How did your foray into the world of motorcycles begin?

Shawn: I started riding motorcycles at the age of four. My father owned a motorcycle shop in Richmond, Hawkesbury Motorcycles. He taught me about bikes. I used to ride on the back with him up the Bells Line of Road until I got my licence. That's where the thrill of being on a motorcycle began for me. I grew up in Bilpin on five acres and we used to race around the paddock. That's where I learnt how to ride a motorcycle on dirt tracks in the bush. It's the best training.

Z: When did the racing begin?

S: I went in my first open race meeting, which was a six-hour race in Nepean, when I was 16. It was a dirt track and that's where it all started. I went on to win the Light-weight Super Street at Eastern Creek, which was a 600cc format. In 1997, I won the Australian Supersport Championship for Honda. In 2001/2002 I won the Australian Superbike Championships for Suzuki. In between that I've also raced the Suzuka 8 Hour and won



the FX class with my Japanese team mate.

Z: How fast have you been down the straight in one of those high-level races?

S: Oh I don't know for sure, I'd say around 280–290km/h...

Z: Oh my God! When I did my first track day I could barely do half that down the straight ... I was sooooo slow ...

S: To me 100km feels like 60km — it feels very slow ... as though I'm about to fall over.

Z: So how do you go from being a superbike champion doing those speeds to being a normal rider on the roads? Is that frustrating as hell for you?

S: I was very lucky to grow up with my father teaching me not just to be a racing rider, but to be a motorcyclist. I ride a motorcycle for the freedom and the feeling that it gives you. There's nothing better than going for a ride with my son. I can put him on the back of my Suzuki V-Strom or we can go for a trail ride, or we go to a mate's place and go for a fang around his grass track. And whether I'm riding a kid's bike or my bike, I still enjoy it just the same.

Z: Do you find you're still learning?

S: Every time you hop on a motorcycle you're always riding different conditions. And every time I ride a motorcycle I'm always thinking what else can I do now to make this ride better. You never stop learning — whether it's racing, trail riding or riding on the road.

Z: You're teaching now at one of the schools — what school is that?

S: Yeah, I do some teaching work for Top Rider with Bernie Hatton. We do track days at Eastern Creek on the south circuit.

Z: Have you ever had a bad crash?

S: Yeah a few ...

Z: Is it like riding a horse? They say that unless you've fallen off 20 times you're not a real rider ...

S: I don't know about that. The only thing I would say is the key to falling off is to just get back on again. As a rider, especially road racing, you need all the confidence in the front of the bike to go fast. So when you do lose the front wheel and you don't know why, that's the hardest thing to move on from. I try to analyse it quickly then put it out of my mind and just get back on. In

my racing career, I've had crashes and I've had to get on my spare bike and get back out there to get a good qualifying position. You've got to deal with those situations and get over that crash fear straight away — otherwise you'll end up being slow for a long time.

Z: That's where I'm at!

S: You haven't done any crashing have you?

Z: Noooo, but I think sometimes that fear — that crash fear holds you back from really enjoying the bike to its fullest potential.

S: If you think about crashing, you will crash. Sounds like what you need to do is a bit of dirt riding! It's about getting the confidence to feel what the motorcycle is doing. On dirt you can feel the bike move around a little bit and realise it doesn't really bother you. Then when you take that experience back to the track and the bike moves around a little bit, it's not scary and you get to feel how to ride the bike properly.

Z: That's a great idea Shawn ... thank you! Off to the dirt bike track.

Til next time, safe travels. ARR

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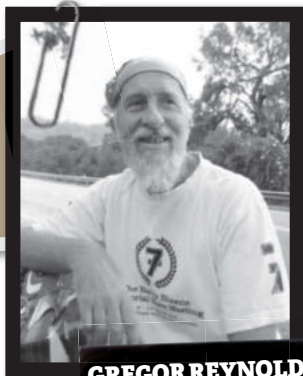
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GREGOR REYNOLDS

EXPECT THE UNEXPECTED: GOOD DRIVER

As motorcyclists, we soon learn to expect the unexpected, especially from the car drivers who share our roads

reckon the standard of drivers has dropped noticeably over the last 20 years. Drivers in general seem less predictable, less capable, and less aware of road situations and other road users.

I had a horror day on the road recently where the lack of knowledge, ability and roadcraft of many drivers was on full display. I was cruising along the highway in my van surrounded by all the usual suspects. There were mobile phone users, speedsters, slugs, right lane hogs, non-indicators, tailgaters, dodgy overtakers and erratic P-platers all represented!

About half a kilometre short of an Average Speed Camera I was overtaken by a WRX. He went flying past then pulled over in front of me and immediately slammed on the brakes big time! I had nowhere to go, but just before I was about to plough into the back of him, he took to the verge at about 80km/h and eventually skidded to a stop in a shower of gravel!

It was such a crazy and unexpected manoeuvre that I assumed that he must have had a mechanical issue, like failed steering or locking brakes. Lo and

behold, 10km later, who should come flying up behind and go sailing past, but Mr WRX! That's when it dawned on me — the Average Speed Camera! He had put both our lives at risk in the mistaken belief that he might get a fine for his average speed! He was just stopping to get his average down before going through the camera. Unbelievable.

I thought everyone knew that the Average Speed Cameras are only for heavy vehicles. They may be able to monitor other vehicles, but only trucks and buses have their photo taken or are sent infringement notices. I have since found that Mr WRX isn't alone in his ignorance. The signage around those cameras used to say 'Monitoring Heavy Vehicles' but those signs have been removed and the common misconception is that now they are for all vehicles. That may happen in the future but thankfully it hasn't happened yet.

Watching other drivers that day got me thinking that it's high time we had a more educational campaign for motorists. When I was a teenager there was a series of road safety ads on TV. Ads were quite primitive back then and this one involved an owl tapping

a blackboard with his pointer and saying, "So you think you're a good driver. Try this quick quiz". You were then shown a traffic situation and asked what you would do if you were driving a certain vehicle. After a few seconds to think about it we were then shown the correct answer, followed by an explanation of why that was the appropriate way to drive safely.

These ads covered things like not filling in the lane in front of trucks when stopping at red lights, how to overtake safely on the open road, road etiquette for towing a caravan, what gap to leave and where to position your car in different situations etc. They were basically a set of practical, educational ads which let people know some of the rules and etiquette to be followed to be a "good driver" — that is, how to drive safely, predictably, and with consideration for other road users.

Everyone wanted to be a good driver so people responded in a positive way to the ad campaign. Of course, plenty of people said that they "already drive like that" or "already knew that", but undoubtedly all of us learned something from those ads. They

were engaging, informative and thought-provoking, and they laid out some guidelines in a positive way of what was expected of a "good driver".

Compare that with the current series of road safety ads. We are basically told not to speed or drive fatigued or under the influence of alcohol or drugs otherwise "this" will happen to us. Then the screen fills with the horror of an accident scene with people injured, bleeding, distressed, or being taken away in body bags. The negativity and insensitivity of these ads astounds me. I'm sure most of us understand the possible consequences of having a road accident. I just don't believe we need it rammed down our throat so graphically.

I think it's time we implemented a positive, modern version of the "good driver" ad campaign, rather than the negative scare tactics of the shock approach. If the ads challenged people and got them engaged, like the old owl, then they could cover several different aspects of driving and roadcraft. Done well I'm sure it would be an education for many, and a gentle reminder to others. We all know they badly need it! **ARR**

"Watching other drivers that day got me thinking that it's high time we had a more educative ad campaign for motorists."

■ The message is sometimes clear on the roads ...







Multi- Talented

Ducati discovers true refinement without losing its mojo



TEST: MATT SHIELDS

PHOTOS: MILAGRO

Ducati's Multistrada properly made its mark with the release of the 1200. Released in 2003 as a 1000, the models before the 2010 model

1200 were hard-nosed, uncompromising blends of a motard and a sports-tourer. They competed with everything from a big BMW GS to a Honda VFR, but weren't purposeful enough to be proper competition for either.

The 2010 Multistrada changed that. It lifted the standard of handling, engine performance, ergonomics and functionality considerably — something that the Multistrada desperately needed to compete with motorcycles that all had superbike-like engine performance, sportsbike-like handling and any semblance of comfort. For 2015, the Multistrada 1200 has been refined

“You’ll never feel an abrupt transition as the valve system goes through its motions, just smooth, relaxed progress through the rev range”

in every one of those aspects.

Most of that evolution has come with the adoption of the Desmodromic Variable Timing system in the 1198cc engine, but just as much care and detail have been applied to address other areas for improvement across the machine, like better comfort when standing on the footpegs, lower and adjustable seat height, more ground clearance and better protection from the elements.

The most striking change, of course, is the new valve system. The Testastretta, which started life as a racebike motor but

has been relegated to road bike use since the release of the Superquadro engine, had an 11-degree valve overlap when it was fitted to the Multistrada in 2010. Valve overlap is the period of crank rotation when both intake and exhaust valves are open simultaneously. Less overlap is good at low rpm; more is good at high rpm (see sidebar). Ducati's eight-valvers are renowned for high rpm performance but their characteristics at low rpm are not especially favourable on a sport-tourer. The 11-degree overlap in the Multi was a fair compromise but still left something to be desired when revs dropped. ►



↑ Left switch is the control centre for the electronics



↑ Headlight is bright!



↑ Great pillion comfort and a massive grab rail



TAILOR MADE

Ducati has four accessory pack options for the Multistrada to tailor it to four different styles of rider:

The Touring pack contains heated grips, panniers and centrestand.

The Sport pack has a Termignoni muffler, carbon-fibre front mudguard and machined-from-billet aluminium brake and clutch reservoir caps.

The Enduro pack has fog lights and Ducati Performance components by Touratech; engine protection bars, radiator guard, oil sump guard, bigger sidestand base and off-road footrest.

These three packs each retail for \$1787.

Finally, the Urban Pack has a rear top case and tank bag with lock and USB power hub for charging, all for \$1098.



DUCATI MULTISTRADA 1200 DVT



↑ Multistrada 1200



↑ Base model has manually adjusted suspension



↑ Keyless ignition uses kill switch to turn the bike on

With the time-bending possibilities of the new DVT system, valve overlap can be shifted from -37 degrees to 53 degrees of overlap in less than half a second. In practice, you'll never feel an abrupt transition as the system goes through its motions, just smooth, relaxed progress through the rev range at any road speed and any speed of application by your throttle hand.

At low revs the lumpiness is gone from the big twin and you can happily roll along at low revs in a gear too high. Getting away from the lights smoothly and easily doesn't require a lot of thought. It's like that velvety power delivery that you know a four-cylinder gives you, though it can give you a lot more punch when you need it. Two-up, loaded with gear, these characteristics will make the Multistrada an easy bike to ride up a tight, twisty mountain pass. There's power just how you want it when you twist the throttle. Ducatisti out there will be upset that that initial bite is gone out of the engine response at low rpm, but a lot more riders will enjoy the character it gives the Multistrada, especially as a sport-tourer.

Ducatisti can rest assured that emblematic four-valve sound is there, though notably muted at no compromise to performance. It's not just quieter exhausts and bigger airboxes these days. It's all about emissions laws, particularly Euro 4, and the considerable efforts taken to keep the exhaust and noise emissions down.

"We needed to have new cam belt covers

that dampen the noise," says Ducati's head of engine development, Marco Sauri. "The belts were noisy and we wanted to reduce the guitar effect. The plate on the cover looks aesthetic but it covers the screw that holds the cover to the engine to dampen the noise." Little things count.

There are two versions of the Multistrada 1200 — the 1200 and 1200S. The differences are purely peripherals with the S-model carrying the bling: semi-active Sachs Ducati Skyhook Suspension (DSS) system, LED cornering

headlight, Thin Film Transistor (TFT) instrument display, M50 Brembo Monoblocs, Ducati Multimedia System (DMS) and forged aluminium wheels.

That's a lot of value on the edges for \$4000 extra over the base model. If you've got the cash it's most definitely the way to go, but if you don't you probably won't even notice the difference that the manually adjusted suspension, excellent headlight, comprehensive digital dash, radial-mounted Brembos and cast aluminium wheels make. ►



“There are small touches too, like the subtly different clutch cover design that doesn’t get in the way when you are standing»



ENGINE EVOLUTION



It's now perfectly refined. So what's next?

The Multistrada's Desmodromic eight-valve engine is the first in a Ducati to feature variable valve timing, the

Desmodromic Valve Timing (DVT) system.

The previous generation of Testastretta engines had a valve overlap of 11 degrees. Overlap is the period in degrees of crankshaft rotation with which both inlet and exhaust valves are open on the exhaust stroke of the piston. The shorter the overlap, the better running the engine is at low rpm, but a bigger overlap means more efficient combustion at high rpm and, as a result, more power.

“We wanted to retain the powerful character of the Multi, but we knew the longitudinal surging at low rpm wasn't good like it was on our competitors' machines

in this category,” says Marco Sairu, head of Ducati's engine project management. “We wanted both those characteristics: smoothness and the power. Four valves help in volumetric efficiency and increasing revs quickly so to get this character, DVT was the way to make it happen.”

The range of valve overlap now varies from -37 to 53 degrees through 90 degrees of crank rotation to provide cleaner combustion at low rpm and to get more fuel into the cylinder head at high rpm. The cam phasing at high speed can move through its full range in 0.45 seconds.

The DVT system was first mooted three-and-a-half years ago. After working with the three-valve engine family to create better low-rpm manners while retaining high-rpm performance, staying with the four-valve engine design was undoubtedly the way forward.

“The target was clear, the challenge was achieving it,” says Sairu. “Some people thought it was the Audi Group influence that saw this come to fruition, but plans started earlier. As soon as we arrived in the group, they were really open and exchanging experiences. They said, ‘Guys, we have huge experience in every field of engine technology so if there's anything you need to know just

ask.’ We were at the point where we were doing bench tests and given that opportunity, we asked them, ‘What are the most critical points for this kind of system?’ This helped shorten the development time, but the design was all ours.”

So where to next for this new technology for Ducati? “The scope for valve overlap range is ideal so we won't see that change. The next development in the system comes from better mapping. The next step in engine evolution will be big developments in metallurgy — materials and coatings that will allow the systems to work better and be more efficient in terms of thermodynamics and friction. The electronics are innovating very quickly so performance and safety will progress quickly too.

“We see the biggest benefits with simulations — using software that is more and more advanced and that will give you a preview on what you can expect in a certain configuration, and another one.

“We can then change some parameters, check this, check that and change the sensitivity to certain parameters to arrive at the test bench, with a lot of filtering done at this point. That would really see things evolve more quickly.”

“A sports-tourer demands adjustability, and on the 1200S a transition in suspension adjustment is possible at the tap of a button”



↑ Multistrada 1200S

Until you ride the S that is.

The chassis value of the S-model comes through in the handling. Lighter wheels, sharper brakes and the ease of use and excellent control of the semi-active suspension make it better in these aspects. In any other world the base model would be first pick, but the S model outclasses it here. More is more in any language.

A sports-tourer demands adjustability, and on the 1200S a transition in suspension adjustment is possible at the tap of a button.

In the base settings you get a feel for the scope of change possible. From a firm and responsive ride — like a sportsbike — you get Sport mode. Touring is tuned for comfort, not speed, Urban is good on the bumps and hard stops, while Enduro is great off-road, but it's no enduro bike.

There's another layer to all of this though. When you press that mode selector button and choose one of those four modes, you also get a change in the relationship of the ride-by-wire throttle with the twist grip,

level of Ducati Wheelie Control (DWC), Ducati Traction Control (DTC) and ABS. It's not a token change either. Each mode brings a different relationship between twistgrip and throttle body for a different power delivery character aptly suited to the bike's name, with 160hp in Sport/Touring and 100hp in Urban/Enduro. What's more, you can also change those settings — to be more or less — yourself. That's too much change for me to handle.

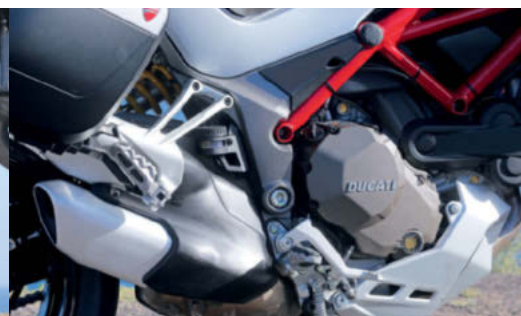
Ducati has excelled with the electronics on ►



↑ Panniers are only as wide as the front fairing panels



↑ Gold Brembo Monoblocs highlight ups spec chassis components on the S model



↑ Bash plate looks strong, but it's made for road grime, not boulders!

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QUICKSPECS

Model: 2015 Ducati Multistrada 1200 DVT

Price: \$23,990 (1200S: \$27,990 in red, \$28,490 in white) + on-road costs

Colours: Ducati Red (1200S: Ducati Red and Iceberg White)

Warranty: 24 months, unlimited kilometres

Servicing intervals: 12,000km

Engine: Liquid-cooled four-valve per cylinder DOHC V-twin with Desmodromic Variable Timing (DVT). Variable engine mapping and power

Bore x stroke: 106 x 67.9mm

Displacement: 1198cc

Compression: 12.5:1

Power: 118kW @ 9500rpm

Torque: 136Nm @ 7500rpm

Transmission: Wet multiplate clutch, six-speed gearbox, chain drive

Frame: Tubular steel trellis

Dimensions: Seat height 825–845mm, dry weight 209kg (1200S: 212kg), fuel capacity 20L, wheelbase 1529mm, rake 24°, trail 109mm

Suspension: Front, 48mm Sachs USD forks, fully adjustable, 170mm travel. Rear, monoshock, fully adjustable, 170mm travel. 1200S: semi-active, electronically adjusted Ducati Skyhook Suspension

“In any other world the base-model would be first pick, but the S model outclasses it here”

this bike. Leaving the Skyhook suspension out of this and concentrating on the base model, the scope of adjustment is emphasised by how varied the brief of a sports-tourer is. If this bike had one job to do, you wouldn't know it did it so well. But it does the four jobs it claims to perfectly — though I'd argue about a definition of Enduro — through its use of electronics. It's a proper ride-by-wire system too, with no cables at all and some lag

dialled in to feel like a “proper” throttle when you twist it.

And while the 1200 doesn't have the running gear to brag about that the 1200S does, it should only be finances that would sway you either way. Characteristically it is the same handling machine, but it's the ease of use that Skyhook gives you that may help sway the financial decision.

The ergonomic improvements create a lower, longer and wider seat that is easier for shorter riders to reach the ground and more comfortable for everybody — tall or short, rider or pillion.

There are small touches too, like the subtly different clutch cover design that doesn't get

in the way when you are standing. The seat can be adjusted up or down, as can the fairing screen. While the handguards might not be worth much against a Spotted Gum, they keep the cold air off your hands without even having to strike a bar warmer.

The sleek subframe design is four kilos lighter and also holds panniers without a mounting kit of any kind. If you have the box, you have the mount for it. There are accessory power sockets, centrestand and cruise control. They are top of my touring checklist. The cornering headlight on the 1200S — while we didn't get to test it on the launch — is a great thing in theory and when I've ridden with one before.

There's no doubting the capability of the Multistrada as a true all-road machine. It does it all: the off-road stuff might be a bit slower and less aggressive thanks to a 17-inch front wheel and small ground clearance, but you'd need a single-cylinder 650 to do that and what the Multi does.

Without the adjustability the electronic controls deliver to the Multistrada 1200, it is a great machine in its own right. Add the controls the 1200 has and you have a sports-tourer at the top of its game. The 1200S with its extras? Well, it's the jewel in the crown. **ARR**



↑ The S-model dash is sharper looking and has more functions



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Thrill Seeker

Rawness and excitement in a machine that oozes control and civility?
Meet the GSX-S1000



ENGINE

Suzuki has taken the previous-generation, long-stroke GSX-R1000 engine and tweaked it to meet the Euro 3 emissions rules and get better low to midrange power characteristics to suit road riding.

The changes include redesigned intake and exhaust tracts for greater volumetric efficiency in combustion and new piston design, camshafts and cylinder lining.

The changes have spread the torque lower in the rev range. Outright power is 30kW shy of the GSX-R1000, but at 107kW nothing to be snuffed at. Peak torque is 10Nm shy of the GSX-R, but the GSX-S delivers over a wider range, starting much lower in the rev range.

Fuelling is by cable-actuated Suzuki Dual Throttle Valve (SDTV) system and the airbox is ducted through big frontal intakes. The underslung exhaust has equaliser pipes and a butterfly valve to regulate back pressure.

The new radiator design also cools the oil cooler, keeping the design of the radiator more compact as well as the flow of the cooling lines looking tidier without a fairing to hide them.



STORY: MATT SHIELDS
PHOTOGRAPHY: SUZUKI

Suzuki has had a gap in its model line-up for quite some years now. That gap in the range was an exciting nakedbike. The machine needed to fill the void between the GSX-R superbike and Bandit 1200 all-rounder. The GSX-R is a racer with headlights, while the Bandit is at the docile end of the sport-touring spectrum. Both are great machines for their purpose, but neither could match the style and purpose of the current crop of nakedbikes.

The nakedbike segment of the motorcycle market is growing. Experienced riders are getting older and moving on from sportsbikes. They often ride on weekends and can get away for an entire weekend.

Therefore the style of machine needed to fill the gap in the range was always going to be a sharper, more exciting sports tourer or nakedbike than the utilitarian Bandit, but still practical enough to use as a commuter or tourer when required.

Ever since the release of Suzuki's GSX-R1000 in 2001, there has always been a great sportsbike platform from which to build a nakedbike. Last year was the end of a 13-year wait as Suzuki unveiled the new GSX-S as the machine to fill the void in the range.

The GSX-S engine is from the previous-generation, long-stroke GSX-R1000. In its time, the K5 GSX-R was the class-leading sportsbike on the road. In 2009 the engine was replaced

by a short-stroke one to better deal with tough emissions laws.

Since 2009 there have been advancements in engine design to achieve the strict emission controls the old engine couldn't meet. These advancements have allowed Suzuki to resurrect the K5 engine. Also, the lower output of the GSX-S means more restrictive controls aren't noticeable on what is now a 107kW machine.

The GSX-S is for the sports rider who wants big-bike excitement, but a bit of practicality too. If you want to go away for the weekend, this bike will do that, but not as comfortably

↓ Exhaust is on the quiet side





“My preconceived idea about the GSX being mild-mannered was blown away by the hard-hitting throttle response”

as a tourer. If you want to do a track day or commute, you can do that on this bike too. Most of all, this machine was built to excite.

True to the past, the GSX-S revives the excitement its GS models of the '70s and four-valve-per-cylinder GSX family produced in the '80s. Like a lot of other good things from the '70s, by the mid-'80s the GSX had sadly become a softer, fully faired sports tourer. Now the days of thrill and excitement are back.

Thrill and excitement require an ideal setting to display it and the southern Spanish coastal town of Alicante was that place. In the hills paralleling the coast, there is a labyrinth of superb riding roads. With an occasional spray of gravel, dusting of sand or lashing of diesel, they were certainly challenging and a great reflection of a variety of roads you get anywhere in the world.

My preconceived idea about the GSX being mild-mannered was blown away by the hard-hitting throttle response. It caught me out as the group of riders on the launch tripped over each other's rear tyres as they bumbled out of the hotel forecourt. It was annoying in slow speed situations, but with a few revs on board the response is a lot less aggressive in its initial delivery.

Once you are past the initial snap of power delivery, the engine's highlight is how it ►



ELECTRONICS

The GSX-S is the first Suzuki production sportsbike with traction control.

The Bosch 9M system has three different modes of intervention that use five sensors — throttle position, both wheel speed, crank position and gear position — to control the delivery of power to the rear wheel. The system is operated on the left-side switchblock. The system also controls the ABS.

The dash is compact and lists fuel consumption constant and averages, fuel level, traction mode, clock, gear position, speed and warning lights.



↑ There's plenty to see in a small area at a glance as it sits low and under your nose



CHASSIS

The GSX-S chassis is a new design. Finite Element Method (FEM) computer simulation analysis, optimal weight and rigidity distribution has allowed designers to produce a frame lighter than, and a swingarm similar to, the current GSX-R1000.

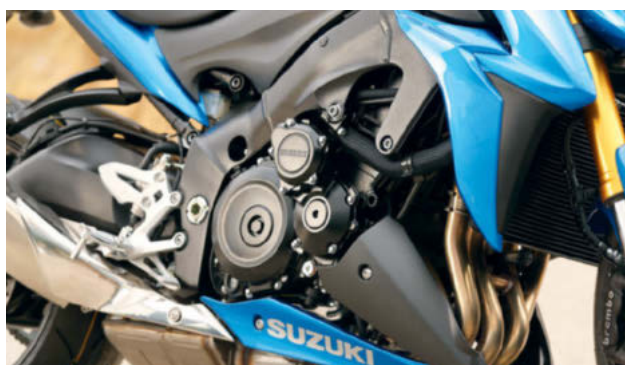
Weighing 4kg more than the current GSX-R at 209kg, the chassis design is tailored for road riding. The wheelbase is 1460mm from the GSX-R's 1405mm, and rake and trail a much more relaxed 25 degrees and 100mm from a sharper 23.5 degrees rake and 98mm of trail.

The front-end is a 43mm KYB fork with full adjustment in each leg. At the rear is a KYB shock adjustable for preload and rebound.

The wheels are a six-spoke design carrying a 120/70 front and a 190/50 rear tyre. Brakes are Brembo Monoblocs on 310mm discs up front — straight off the 2014 GSX-R1000. The rear brake is a Nissin single-piston caliper.



↑ Fully adjustable front end



↑ K5 GSX-R engine has been tweaked to suit road riding



↑ Tiny rear end. Little room for pillion or panniers!



makes its low to midrange power. It pulls very strongly and builds up revs quickly through to the top end. A refocus of the engine's performance in this area is all about creating a better characteristic for road riding. Revving a superbike engine means lots of road speed, and that's not a good thing.

That said, the shift in performance lower in the rev range hasn't robbed the 1000 of its stonking top-end. Sure, it is down on power compared to the superbike, but do you really need more than the 107kW the GSX-S delivers? No. You need that all-important torque that it produces.

On the freeway, top gear chugs along low on revs and the 17L tank will do better than the 220km from a tank achieved on the launch. As comfortable as the GSX-S is, 200km is enough riding before it's time for a break. If you want to go further, a more conservative approach to the throttle will see a 260km-plus range.

The adoption of traction control hasn't killed the underlying rawness of the GSX-S engine. With the previous generation of traction control without gyros and g-force meter measurements, the ride still feels raw. The system doesn't intervene as much as newer systems. Having ridden many of the latest-generation electronics, they have the potential to make bikes feel a bit bland at times as they dumb down the ride. It's refreshing to feel a machine with a bit of soul and exhilaration.

When you need intervention, the system works as it should and the only indication it is doing its job is a flickering of the dash light or a

short spike in revs. Dusty mountain passes and slippery, diesel-soaked roundabouts reaffirmed with a squirm of the rear that the system was doing its job.

In a similar vein, changes to inlet and exhaust tracts to shift the engine's power have done nothing to silence the induction noise. Again, this is another hint of that rawness underlying the GSX-S civility that makes this bike so good at what it does in so many ways. The exhaust, on the other hand, is very quiet.

The styling of the GSX-S is in tune with the new GSX-Rs, GSRs and V-Stroms, with ►

FULLY FAIRED

Next cab off the rank is the faired GSX-S1000F. The only difference will be the fairing so it'll be interesting to see how much the fairing changes the bike's personality!



↑ Great feel and power from Brembo brakes



QUICKSPECS

Model: Suzuki GSX-S1000

Price: TBA

Colours: Metallic Triton Blue, Glass Sparkle Black, Candy Daring Red

Warranty: 2 years, unlimited distance

Servicing intervals: 10,000km

Engine type: Liquid-cooled, DOHC, in-line four

Bore x stroke: 73.4 mm x 59 mm

Displacement: 999cc

Compression ratio: 12.2:1

Power: 107kW @ 10,000rpm

Torque: 106Nm @ 9500rpm

Transmission: 6-speed, wet multi-plate clutch, chain final drive

Frame: Aluminium, twin-spar

Suspension: Front: 43mm fork, fully adjustable Rear: Monoshock, preload and rebound adjustment

Dimensions: Seat height 815mm, wet weight 209kg, fuel capacity 17L, wheelbase 1460mm, rake 25°, trail 100mm

Tyres: Front: 120/70ZR17. Rear: 190/50ZR17 (73W)

Brakes: Front: 310mm discs with 4-piston clippers. Rear: 276mm disc with single piston caliper

Fuel consumption: 7.5L/100km (on launch, as indicated)

Theoretical range: 226km

Verdict: An exciting nakedbike worth waiting for

cues traceable back along the family tree to the Hayabusa and B-King. Its aggressive stance indicates the bike's nature and it can look awkward from some angles. If you aren't convinced of the bike's styling, give it a chance. It looks better in the metal.

The riding position feels like a sportsbike but the Renthal fat bar and comfortable seat go a long way to making it more comfortable. A lot of knee room is sculpted into the tank and there's room to move around the seat. The footpegs are slung low and forward but not at a height that'll have them touching the ground.

Seat height is 815mm, which makes it one of the lowest big-bore nakedbikes. A

slim midsection makes the ground a short touchdown. When it comes to the pillion seat, Suzuki said it wasn't a priority for them. You can see that just on a glance!

The handling balance of the GSX-S chassis is tailored for sports riding and is firm, fast and responsive. At the same time, there has been some consideration for comfort. Both front and rear ends are compliant over varied surfaces yet when you want to flick it around, it moves quickly.

Again, the GSX-S shows signs of a wild side that is fun and exciting, but it's measured in how much it delivers and, importantly, always controllable.

The Brembo Monoblocs up front don't have the initial bite of the up-spec Monoblocs, but do deliver progressive feel and plenty of power. This model of brake is much better suited to less-predictable braking environs like road riding and has the added peace of mind of ABS intervention — a first on a Suzuki sportsbike.

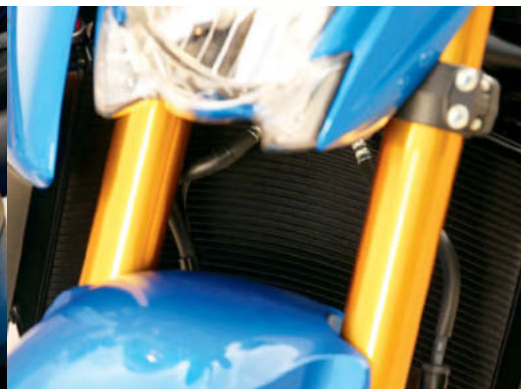
The GSX-S is raw, uncompromising and exciting. It's also controlled and predictable. This is a machine for the sports rider who wants excitement and practicality. With the perfect balance of sensibility in function and excitement in its performance, it is a road rider's sportsbike. Truly the best of both worlds. **ARR**



↑ Mode selector switch for dash and traction control



↑ Renthal Fatbar is quality kit



↑ Radiator design is central to achieving the end styling package

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Fighting Fit

BMW puts the “ooo!” back into R

STORY: MICK MATHESON
PHOTOS: JEFF CROW

The last boxer to get the water-cooled engine conversion was always going to be the more difficult one. The R1200R had no bodywork — not even a beak like the GS, let alone a massive fairing like the RT — under which you could hide radiators and pipes. I'd wondered how BMW might do it. I'd also

wondered why it took so long because the cruisy old roadster was definitely feeling its age. Water had proven to be the elixir of youth to the GS and RT, and the two of them made the air-cooled R look weary as they ran rings around it.

Of course it's more than just the addition of water-cooling that does the trick for the 1200cc boxer engine. The entire powerplant is new, laid out in a way no boxer has ever been

before — the gearbox is squeezed tightly into the crankcases, the clutch is a wet, multiplate unit mounted at the front of the engine, and the pairs of camshafts sit on top of the valves, though that's not quite a first for a BMW boxer. The thing that hits you in the eye is the vertical intake and exhaust run. The inlet tracts plunge down into the top of the cylinder heads and the exhaust falls out from the bottom, and together they enhance ►





■ BMW's high-tech superbike has had a direct bearing on the new roadster's electronic advances

RED ONES GO FASTER

The white R1200R with red frame is a standout, especially beside the very conservative colours of the other roadsters. There's a great story behind it.

"We made up a prototype with one side of the frame painted black and the other painted red," project leader Josef "Sep" Mächler told *ARR*, adding that he and the stylists knew it'd be hard to get approval for the red frame. There were major technical issues to overcome because BMW did not have a red finish that was tough enough for a frame.

"When we took it to the board for approval, we showed them the black side first. Then we spun it around and showed them the red frame. They loved it and demanded we make it. R&D hated it! They had to develop a red finish that was hard enough."

Sep and his team weren't very popular with the engineers, but it appears the subterfuge and the subsequent development efforts were worth it.

the very upright appearance of the so-called *wasserboxer*. How were BMW's designers going to cope with such a radical revision to the centrepiece of the roadster's styling?

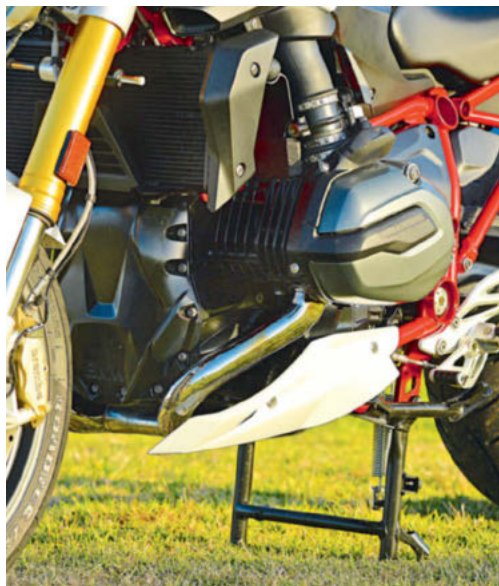
Now we know and if you ask me they've done a pretty good job of it. In many ways this is a more conventional-looking motorcycle than the old R1200R, and there's one unexpected but significant change to the chassis that increases the impression of convention — the telescopic forks. Until the sexy R nineT came along last year, we hadn't seen telescopic forks on a boxer for more than 20 years. BMW calls it a "classic suspension concept".

I asked about this departure from BMW

lore and was told that the new model's sophisticated electronic package made up for any possible deficiencies of telescopic forks compared with the Telelever setup used previously. However, I suspect there's another, more practical reason for the change: with fewer ways to integrate a radiator on the unfaired R1200, BMW had to make room for the cooler by ditching the Telelever's swingarm, which would have been mounted right where the radiator is now. No swingarm, no Telelever.

I don't miss it. It's not that I don't like the Telelever — on the contrary, I love it, and it makes my R1200RT a great handling tourer. But the roadster is a little rocket even





without it. The new R1200R's handling and performance are in a higher league than the old bike would ever aspire to.

Let's get back to the engine for a moment. It makes you go wow when you first get going. It did it to me when I first jumped on the *wasserboxer* GS; it did it when I first got going on a *wasserboxer* RT; and again when I engaged the clutch on the *wasserboxer* roadster while memories of the old model's rather dull performance ran around my head.

This engine's power and response are excellent in the context of big, twin-cylinder roadsters. No, it'll never be an S1000R, but that's not what we want from it. What you get is surging torque that is just about to punch through 100Nm as the tach's needle passes 2000rpm, and it stays strong through to its peak of 125Nm at 6500rpm. Power comes on smoothly, with no pauses until beyond 8000rpm as the rev limiter hovers nearby. All up, the R1200R develops 92kW at 7750rpm. Sound familiar? It's all identical to the R1200GS and R1200RT, and they now share the heavier crankshaft that was first used in the GS Adventure and proved such a benefit to the engine's nature that everyone wanted it.



The engine provides strength to the chassis, which features a main frame of thick tubular steel. It feels rigid and maintains constant balance in the way the bike handles. The inclusion of Dynamic ESA semi-active suspension on all Australian-delivered 1200Rs completes the control delivered by the chassis and, yes, does seem to make up for anything the bike might have lost by having no Telelever. The electronic reactions of the suspension to road conditions and demands are a very real benefit for an all-rounder like the R1200R because it broadens the ability of the bike to cover ground quickly and comfortably, pushing it hard or not.

The brakes are excellent, with ABS behind them. On a base-spec roadster you'd get BMW's basic traction control system, ASC, but Aussie R1200R buyers get the improved Dynamic Package into the bargain, meaning ASC is replaced by Dynamic Traction Control (DTC), a cleverer setup which factors in lean angles and can be set to different levels of intervention by the rider.

Those up-spec electronics also bring additional riding modes to the equation. The Rain and Road modes, which set the various chassis and engine parameters to suitable levels, are supplemented by Dynamic and User modes. The Dynamic mode gives ►



▲ The brakes are every bit as good as BMW is renowned for

■ The tight chassis and semi-active suspension keep the R1200R glued to its line in fast bends

OPTIONED UP

The test bikes I rode all had options, most of which I'd happily add to an R1200R if I were to buy one.

The new boxer engine's wet, multiplate clutch and revised transmission result in a gear-shift action that's far superior to the old engine's, but it's better again with the quick shift option. BMW's Gear Shift Assistant Pro is a \$600 impost, but I've come to love it on the R1200RT long-term and it was no less enjoyable on the roadster.

Same goes for the Keyless Ride. It quickly grows on you. Fiddling with a key is overrated and you don't miss it one bit. This is \$345 easily spent.

The main attraction of the Touring package (\$600) is the pannier mounts, but of course you then have to fork out for the panniers. The package also comes with the excellent and detailed information of the On Board Computer Pro — a very fancy trip computer — a luggage rack, centre stand and all the hardware to mount BMW's GPS unit. If you'll do much distance on your R1200R, all this is worth having.



↑ Keyless Ride is an option you'll be glad to have



you sharp throttle response and the ability to powerslide a bit before the traction control intervenes; the electronic suspension is firmer too. The User mode gives you scope to program your own preferences.

It's a smorgasbord of electronically activated choice — and don't forget you've also got suspension adjustment at the touch of a button, providing instant variation to allow for luggage and pillion.

This collection of features comes together as a rewarding and thoroughly enjoyable whole. The R1200R is heaps of fun.

Point it into a corner and the BMW flicks in willingly on a quicker line than the old Telelevered model would have taken. This one responds immediately to your commands through handlebars or with body English, and going side to side in S-bends is pure joy. The bike's cornering clearance is generous but the machine is sporty enough that an eager rider will scrape the footpegs when they get their lines right. In Dynamic mode the BMW hits



↑ Mirrors give a wide but often blurry view. There's a lot for your left hand to do with those controls!

hard when you gas it out of corners, and the engine's flexibility lets you play at medium or high revs and still go fast.

On smoother roads I revelled in the firmer suspension setting, but on choppier surfaces I found I preferred to ride in the Dynamic ESA's medium setting because it dealt with the imperfections better — better for control and for comfort. The entire setup is firm enough to cope with sporty riding in that mode, though if you step further down to Comfort mode's softer damping, you'll lose the edge that keeps it all in line when pushing hard.

I often looked for Comfort mode when just touring along. Changing from one to the other is so easy you don't baulk at doing it regularly: press the handlebar-mounted button, check the colour dashboard display, and let the new setting establish itself. Changing riding modes is similar but you must also briefly shut the throttle to make the change stick. Once you know the system, you barely have to take your eyes off the



■ As well as the white/red colours, there's a grey and a blue R1200R

QUICKSPECS

Model: BMW R1200R

Prices: From \$21,950 (plus on-road charges and options)

Colours: Cordoba Blue, Thunder Grey metallic, Light White

Warranty: 2 years, unlimited distance, Roadside Assist

Servicing intervals: 10,000km

Engine: Liquid-cooled 180° twin, DOHC, 4 valves per cylinder. Ride-by-wire. Variable mapping and TC

Bore x stroke: 101 x 73mm

Displacement: 1170cc

Compression: 12.5:1

Power: 92kW @ 7750rpm

Torque: 125Nm @ 6500rpm

Transmission: 6-speed, wet multi-plate clutch, shaft final drive

Frame: Tubular steel bridge

Suspension: Front, 45mm telescopic, 140mm travel. Rear, Paralever with single shock, 140mm travel. Dynamic ESA

Dimensions: Seat height 790mm, weight 231kg (wet), load capacity 219kg, fuel capacity 18L, wheelbase 1515mm, rake 27.7°, trail 126mm

Tyres: Front, 120/70ZR17. Rear, 180/55ZR17

Brakes: Front, 320mm twin discs with 4-piston calipers. Rear, 276mm single disc. ABS

Fuel consumption: 5.2L/100km

Theoretical range: 350km

Verdict: A properly sporty roadster with typical BMW versatility

road, and even then it's only for a moment.

So from trickling through a small town in top gear with the engine just ticking over, to skimming apexes on a tight mountain road, the R1200R doesn't go wrong. It has the performance and credentials to nail it all. The more advanced traction control, like the ABS, provides a backup service you'll sometimes be grateful for, and because of its smarter parameters it doesn't irritate you nearly as much by cutting in when not necessary.

The riding position is nicely laid out for a naked bike, keeping you reasonably upright so that boring drones at 100km/h don't put much pressure on your wrists but, equally, when you're heading into a stiffer wind you don't find yourself hanging on grimly and getting tired. The little windshield provides its share of wind deflection in spite of its diminutive size. There's plenty of room, a 790mm-high seat (higher 820mm or lower 760mm perches are available as no-cost options)

and no restrictions to moving around when cornering. The seat is firm and wide enough at the back for support, but narrow at the front for convenience. I also tried the taller seat and I liked its height (I'm 183cm) as well as the little bit of extra padding it has. Your pillion is treated to generous leg room and a slightly elevated seat, though it's not the biggest patch to park a bum on.

As always, though, the boxer's vibration can be annoying. The R1200R seems to transmit a bit more of it to the handlebars than the GS and RT. In the bottom half of the rev range it's a pleasant low-frequency pulse but the faster you rev the engine, the more tingly it becomes. I reckon it's the one blemish on an otherwise impeccable roadster.

There are lots of great roadsters out there today. Singles, twins, triples and fours, there's an overwhelming selection of models ranging from cheap to heaps. The R1200R sits with the high-class ones, offering very sophisticated

features that increase its desirability and effectiveness. It's not the most powerful but it's got the grunt to turn you on, and its handling is very good.

The bike covers one of the broadest briefs of all the roadsters — it'll cheerfully be the commuter, the tourer, and the sporty plaything in a way that's closer to master of all trades than jack of all.

Think of it as an expert all-rounder. That's where its true values lies, and in that case it looks like pretty good value all-round. **ARR**



↑ The frame is unique to the roadster and the engine adds to its rigidity



↑ The colour dashboard display can be set to any of three layouts. This one prioritises speed; another highlights engine revs and the third puts additional details on the screen





A *to*

ZED

Kawasaki's naked Z300 is a learner bike that ticks all the boxes



TIMELINE

The Ninja 300's engine stands as testament to good design. Starting life in the '80s under the GPz250R model name, it featured in the GPX from the late '80s to 2007, when it featured in the ZZ-R250 too.

In 2008, the parallel-twin engine got a major update and featured in the Ninja 250R. The change included reshaped ports, new piston, valves, camshaft and cam chain tensioner. One third of the engine's components didn't change in the redesign. Fuel injection was the other big change. The end result was more power and torque, with the torque lower in the rev range.

To create the Ninja/Z300 engine, the stroke is longer, final drive ratios lower and there's a slipper clutch. Up until the capacity increase to 296cc, the 62 x 41.2mm bore and stroke remained unchanged for 28 years.



↑ Selling the learner sports bike image with the GPz250R in 1980s Japan!

STORY: MATT SHIELDS
PHOTOS: TIM MUNRO

Kawasaki has had a long and successful model run with its 250 learner bikes. In 1983 it released a baby version of its GPz1100 superbike, the GPz250R. Echoing the design cues and new technologies of the big bike, the GPz250R was a junior version of the 1100cc model in looks only.

The performance of the 250 was well in tune to entry-level rider requirements. The bike had slow-revving easy power and forgiving handling. The GPz250R was a sensible choice of machine for learner riders. Built for Japan only, it was five years until we got the GPX250R, a machine that evolved into the Ninja 250 and, last year, the Ninja 300. For an evolution that traces back to 1983 (see sidebar), Kawasaki's 250 has had a long and successful model run.

The old 250s don't make sense anymore and markets like Australia have no benefit sticking to 250cc. As such, manufacturers have upped the capacity limit of the class in search of more engine performance.

This end of the motorcycle market has everything from 286cc and 373cc singles to 296cc and 320cc twins. The class is like the old 250 class but governed instead by

"This is a machine that is packs the best attributes a learner needs, like balanced handling and a wide spread of useable power"

power-to-weight ratios. As such, the outright performance is comparable with most machines as bike weights don't differ too much. Where the machines vary is in the engine characteristics as a result of different engine formats they use. The single-cylinder machines are lighter, tend to rev quicker and have a higher output, whereas the twins have more progressive power starting lower in the rev range.

In the learner segment, the target of much engine work is for more torque, lower in the rev range. Having this is one of the most desirable features of a learner bike as it makes low-speed riding less of a challenge. And an easy bike to ride is a perfect bike to learn on. The parallel-twin engine configuration of the Z300 lends itself to this desirable characteristic.

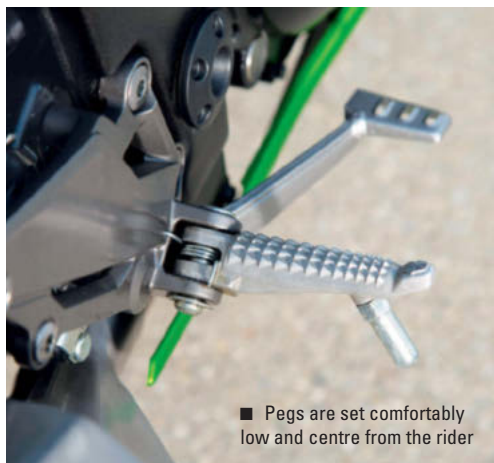
Building a naked bike version of the Ninja 300 was a no-brainer for Kawasaki. The Ninja



■ Braking package works well. Petal rotors look trick



■ Rear-end design makes the seat look like it's held up by the taillight!



■ Pegs are set comfortably low and centre from the rider

FAMILY TIES

The Z model name came to life with the legendary 900cc Z1 in 1972. Slated as a 750, the release of Honda's CB750 a few years earlier prompted Kawasaki to do bigger and better in every way. The Z1 was the most powerful mass-production DOHC four-cylinder machine of its day. It had an electric start, good handling and a huge 82hp.

The Z1 evolved through the Z900, Z1000, Z1100 and Z1300 by the early '80s. By the early '90s, the underrated Zephyr became Kawasaki's naked bike, but in 2002 the Z1000 was back.

While the Zed model name came with big power and raw personality, the new generation of Z1000s are more refined machines all round.



↑ The 1992 Zephyr 1100

is Australia's biggest-selling motorcycle and makes the perfect platform to work from. It's a platform Kawasaki has stayed very close to as most of the changes on the Z300 are around the handlebars. The 'bar is 35mm wider, there are handlebar-mounted mirrors and a Z800-inspired fairing. The only other change is a re-style of the header pipe design to look better without a fairing to cover it.

Even though it is a sports bike, the Ninja is a comfortable bike to ride. The Z300 is better again with a wider handlebar and there is plenty of room for taller riders in the saddle. The low seat height, narrow stand over and light weight will fill learning riders with the

confidence of control.

The riding position is comfortable despite the aggressive styling. You sit upright with hands not stretched out or down. On the open road you feel how upright you are, as the fairing does nothing to stop windblast.

The open road is an area that highlights the best aspect of the Z300, its engine. The 296cc parallel-twin gives an always-predictable and strong response. The instant you open the throttle from a standstill there is a progressive surge of power as the engine revs out to redline.

The days of choreographing a frenzy of clutch, gearbox and throttle to get off the line

are gone. Learner bikes don't need that these days, but with the Kawasaki engine this is an area where it is particularly strong.

High rpm response is sturdy and the engine delivers enough punch to overtake on single-lane roads. You'll need more room than a big bike will take to get past at over 100km/h, but noticeably less than a 250 takes.

The twin, dual-throttle valve fuel injection system delivers a range of 3.5–4.5L/100km. It is most efficient on the open road, though inner-city riding will see usage increase. With a moderate 17L fuel tank, a range of 300km is easy to do and getting more out of it not impossible. ►



■ Dash looks the goods with tacho centre-placed



■ Exhaust note is very quiet

ON THE MARKET

There are only a handful of modern-styled naked bikes around the 300cc mark. Kawasaki has its own single-cylinder Z250SL with or without ABS. The other single is KTM's 390 Duke that is at the opposite end of the price scale.

New to the Australian market are the slick Benelli BN302, Honda CB300F and Suzuki Inazuma 250.



↑ The single-cylinder Z250SL



QUICKSPECS

Model: Kawasaki Z300

Prices: \$5999 (plus on-road charges)

Colours: Metallic Raw Graystone/Metallic Flat Spark Black and Candy Flat Blazed Green/Metallic Spark Black

Warranty: 2 years, unlimited kilometres

Servicing intervals: 10,000km

Engine: Liquid-cooled, four-stroke parallel-twin

Bore x stroke: 62 x 49mm

Displacement: 296cc

Compression: 10.6:1

Power: 29kW @ 11,500rpm

Torque: 27Nm @ 10,000rpm

Transmission: 6-speed, wet multi-plate slipper clutch, chain final drive

Frame: Tubular steel trellis

Suspension: Front, 37mm telescopic, 120mm travel. Rear, single shock, preload adjustable, 132mm travel

Dimensions: Seat height 785mm, weight 168kg (wet), fuel capacity 17L, wheelbase 1405mm, rake 26°, trail 82mm

Tyres: Front, 110/70-17. Rear, 140/70-17

Brakes: 290mm discs with 2-piston caliper. Rear, 220mm single disc with 2-piston caliper. ABS

Fuel consumption: 4L/100km

Theoretical range: 420km

Verdict: A more practical and comfortable version of Australia's best-selling motorcycle

The brakes have an easy job of pulling up the lightweight Z300 and do so with good feel. The bite isn't aggressive and the subsequent weight transfer to the front suspension not at all abrupt. You tend to get soft suspension set-ups on learner bikes, but the balance on the Z300 is firm and compliant, soaking up hard weight transfers very well.

With no adjusters up front and preload only on the rear, the suspension is basic but par for its class. High-speed actuation and its general suppleness make it both a comfortable and controlled ride. The Z300 is light and easy in its handling and particularly effortless at low speed.

The slipper clutch is a great aspect of the handling package. It can be very easy to go down a gear too many when you are starting out. It works by avoiding rear wheel lock when the rear wheel can't slow down as quickly as the engine is trying to make it. The slipper controls engine-braking force by keeping the rear tyre in contact with the ground instead of locking the wheel. This action complements the ABS in working to stop the Z300 quickly. The two-piston front and rear ABS intervenes with smooth actuation under heavy braking loads.

Quality of finish and components is excellent considering where the Z300 lies in the price spectrum. The LCD instrument



■ Feeding reindeer, Cairngorm Mountains

"The instant you open the throttle from a standstill there is a progressive surge of power as the engine revs out to redline"

display looks like it is straight off the big Zs and the quality of paintwork is excellent. The styling is modern and the petal disc rotors offer a great touch.

This end of the market is all about style and value for money. There's no doubting the Z300 oozes style and there's a lot of value for \$5999. This is a machine that packs the best attributes a learner needs, like balanced handling and a wide spread of useable power. The ergonomic

package makes sense for road riding and is a welcome change to the superbike-inspired learner sports bikes.

Don't dismiss the old 250 class with all the bigger-capacity machines on the market. The reason why this class is still popular is because it is perfectly suited to a majority of novices. With all the best attributes an entry-level rider needs, the Z300 is a sensible, enjoyable and stylish choice. **ARR**



■ Bikini fairing is styled from the Z800



BMW R1200RT

The RT powers on with 5000km under its belt now and more to come

We've had a few non-riding visitors wandering through the ARR shed this month and they've all — every one of them — said, "Oh my, that's a huge motorbike" when they've seen the R1200RT.

Maybe not those exact words, but close. And they're right. Yet after four months with the bike, I don't think of it as a big one because it rarely feels that way when I'm riding it. As I've said many times already, it's so responsive and nimble it shrinks underneath you.

Last month I mentioned the new Michelin Pilot 4s I want to test on the RT. I've got the rear on, but the front was delayed and is now about to be fitted. For a little while I've been riding on a mis-matched set: Michelin rear and Metzeler front. It's amazing how much effect doing that can have on a bike's steering. It'd been sweet and precise with two

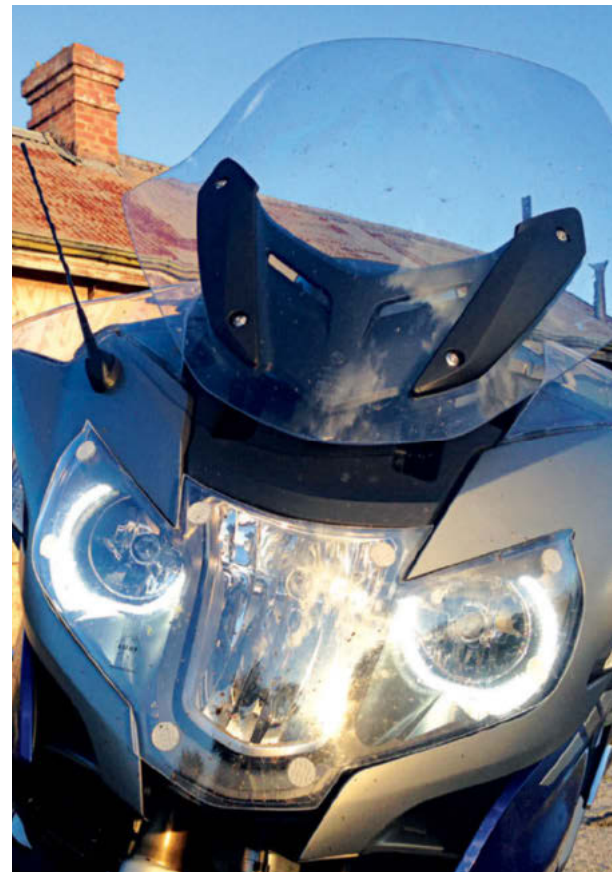
Metzeler on the wheels, but now it's not quite right. Obviously the profiles of the original Metzeler were designed to work together, but now the rear Michelin's subtly different profile is not a happy combination with the front Metzeler.

In this case, it makes the RT less smooth on the transition into a corner and it wants to understeer a little as I ride through and beyond the apex. You wouldn't credit that such a small change in tyre dynamics could have so great an effect, but there you have it. Tyre technology is such a critical science, isn't it? It's been years since I've mis-matched tyres and I'm reminded again why it's rarely an acceptable thing to do. I can't wait to get the matching Pilot 4 onto the front wheel.

After doing the 1600km round trip I wrote about last month, I've noticed my body is definitely getting RT-fit, that is, it's settling into the riding position and seat. Initially I felt I was leaning just a little too far forward to the handlebars, and the seat felt too hard. Clearly, comfort has a lot to do with your own body and what it's used to. Now that my back muscles have become used to the BMW's



“My memory of almost losing my footing on that bad bit of camber has prompted me to order some protective pieces for the cylinder heads and panniers, just in case”



Robert Smissen posted a simple question on the ARR Facebook page a while ago when he saw a shot of the R1200RT: “Why so much crap on your bike?” He was referring to the fairing and panniers and top box, and at the same time pined for his very un-plasticky Matchless 500. “Got one of those in the left pannier,” I replied, which made him laugh. And I tell you what, you just about could fit a Matchless 500 in there! The top box is an accessory, one I couldn’t do without because of all the camera gear and laptop I tend to carry around. With it in place, the luggage capacity is ridiculously generous.

When I rode down for the Ulysses AGM earlier this year, one pannier was empty. I was away for five days but couldn’t think of anything else I needed to take after filling one pannier and the top box.

Nevertheless, I’ve ordered a tank bag. Furthermore, my memory of almost losing my footing on that bad bit of camber has prompted me to order some protective pieces for the cylinder heads and panniers, just in case.

I’m starting to sound like a Boy Scout, aren’t I? Be prepared. On the R1200RT, I certainly am. It’s that kind of bike, and now that the cold weather has settled in I’m appreciating the inclusion of heated handlebars and seats. But we’ll talk more about that next month.

The RT has just over 5000km under its belt now, still not a lot and I’m hanging out to get the chance to add many more in the next few months. — MICK MATHESON

riding position, and my bum has negotiated with the seat, I barely feel a twinge when doing my typical four-hour rides to or from Sydney.

The RT was never going to be uncomfortable — perish the thought! But no mass-produced bike is tailor made to any one owner so it’s nice to know the mile-eater from Munich is so close to a perfect fit for me that I’ve been quickly able to adapt to it. BMW provides a height-adjustable seat with the bike, but in my case the only real option is to have it on the high setting (825mm versus 805mm) to ensure I have enough leg room. The idea of the optional taller seat crossed my mind as its starting point is 830mm, but I reckon the higher 850mm setting would be pushing it for my legs. There’ve been a couple of occasions when I’ve been glad I wasn’t any higher than 825mm off the ground — like when the camber was wrong, my balance was off and suddenly the R1200RT felt like the big 274kg bike it really is. I can fully understand why shorter riders would plumb for the 760/780mm low seat option.

TURKEY

Ride *Remem*



of *brance*

One visit to Gallipoli and the place is indelibly stamped
on your memory as a life-changing experience





■ My journey along the Gallipoli Peninsula has just commenced. In the background is another fort that has stood, guarding the Dardenelles for 800 years. What was Churchill thinking?

STORY AND PHOTOS: MARK BRACKS

Turkey is one of my favourite destinations. But in all those years of travel to Turkey, a trek down the Gallipoli Peninsula had remained only an ambition. To do it on a bike would be a bonus, and so it was to be a bonus year in 2015! I had never had any intention of attending the ceremonies on 25th April as, for me, it is much better to experience the area with very few people and solitude the only companion.

My most recent Turkish trek started in Istanbul a few days after the 100th anniversary of Anzac Day. Before saddling up, it was time to visit the legendary Blue Mosque, Spice Market and Grand Bazaar. Even to a non-shopper like me, it was obligatory to visit the world's oldest shopping centre.

After asking a few questions about renting a bike, I was pointed in the direction of Motoreast, run by the father and daughter

team of Paolo and Ikbal Volpara. They filled me in on my upcoming ride as my excitement and trepidation grew — especially when Paolo explained that in the traffic of 19 million people, “Mark, you are invisible ...”

It was a nervous me that headed out on a BMW F650GS and messed up my directions within 300m! I’d seen the chaos of Istanbul

traffic from the safety of a cage but on two wheels it’s completely mental. I thought I had a target on my back as blaring horns made their intentions known: get moving or get mowed down!

You need to be more on your toes than a busload of ballerinas in the motorised mayhem. I vowed to the beer gods I’d never

■ The exact spot where the ANZAC ceremonies take place and what is left of ANZAC Beach



“Paolo explained that in the traffic of 19 million people, ‘Mark, you are invisible ...’”

NOTES FROM THE ROAD

- Turkey is still a secular country so sourcing a frosty brown lemonade is not a problem as it is readily available with — believe it or not — 50 to choose from. My Turkish tippie is Efes lager or pilsner.
 - ATMs are everywhere so withdrawing funds is no problem.
 - Fuel was my greatest expense at around \$A3 per litre. I covered 1570km and used about 56.8 litres of unleaded, which equates to a very economical 3.6L/100km. Over the years it hasn't got much more expensive.
 - A four-star hotel in Canakkale was around \$50 a night. At Selçuk it's \$20–\$30 a night.
- Food is good. And cheap.



↑ The Grand Bazaar — one of the greatest shopping malls of the world



↑ No rego required!



↑ One of Turkey's oldest mosques



↑ A little part of Ephesus

again whinge about Aussie traffic and eventually I was on the way out of the city. At the first motorway tollbooth it went wrong again. My Beemer didn't trigger the auto ticket sensors and soon enough I had about 40 vehicles honking at me to move. The police got involved just before another motorist got me a ticket. Talk about feeling like a turkey in Turkey!

Once out of insane Istanbul I could relax — just a tad. It was a case of following my nose to Tekirdag — the best place in Turkey for kebabs. The traffic got easier, the directional signs improved but the toll was outrageous.

With the poor road conditions and traffic, covering distance takes a bit longer, which is a bonus as it allows you to absorb the land where west meets east with so much history. It was only 300km through Kesan, Kesak and Gelibolu (the Turkish name for Gallipoli) before I would reach the peninsula for my initial glimpse of the famous Dardanelles, the narrow seaway that leads from the Aegean Sea to the Marmara Sea and Istanbul. ►

TURKEY

This passage of water is where it should have all ended before any troops landed. The English, led by the First Lord of the Admiralty Winston Churchill, lost many ships to Turkish defences. I did a viewing cruise over the wrecks — including the Aussie submarine, AE2 — last year in the dead of night. The Turks have a holiday every March to commemorate the victory.

My anticipation was building as I reached the turnoff to Anzac Cove, just before the ferry crossing at Eceabat to Canakkale. There were still a few hours of daylight left so I rode into the setting sun with a mixture of excitement and nerves. What I had been waiting many years for was now just 6km away.

As I rounded a bend and the main landing point came into view, I gasped as a sense of sadness, awe and admiration came over me. The scope of the diggers' exercise hit me and a shiver ran up my spine. Looking up to the Sphinx and the Nek, the near vertical climb they had is mind-boggling. It seems so imposing and impossible, as it would be a workout in normal gear, but to do it in near darkness with a heavy pack, a rifle, ammunition, shooting at an unseen enemy while trying to dig trenches in the rock-hard ground and being shot at would've been horrific.

The evidence of the area's history is everywhere. There are hundreds of white headstones on the waterside facing out to sea. Embossed on a huge sandstone tablet is a copy of a poignant letter written by Mustapha Kemal (the future Ataturk) to the mothers of Allied soldiers. The headstones are certainly moving, but not as bad as the thought of all of those with no known grave.

The day was dimming so it was time to head to Canakkale, the major town in the area that is located on the Asian side of Turkey.



■ Fishing boats in Canacale Harbour

“As I rode up into the hills on the road that follows the old No-Man’s Land, the trenches, although overgrown, are still visible either side of the road”

It's a 20-minute ferry ride away with a regular timetable, cheap eats and good digs, so it makes a great base. The ferry costs next to nothing and as I just missed one, there was time to visit the nearby kiosk for a frosty treat after an extremely satisfying day.

After a night of exploration in Canakkale and dinner that included an education with one of the area's most famous guides, Kenan Celik, it was an early night for an early start. The next morning, in beautiful sunshine, with the cold, biting wind showing no let up, I was ferried back across the channel from Asia to Europe. As I rode up into the hills on the road that follows the old No-Man's Land, the trenches, although overgrown, are still visible

either side of the road.

The road leads first to Lone Pine, then a few kays away the Nek and Chunuk Bair. These names are forever etched in antipodean history. They were the scenes of savage battles during August 1915, where 10 Victoria Crosses were awarded. It's still incomprehensible that men from opposite ends of the earth, little more than five metres apart, locked in battle with swarms of flies amid the stench of death.

After following the trail of death and pondering the horrors of what those poor bastards experienced, suddenly tears welled and I got a lump in my throat the size of Ayer's Rock. I kept asking myself, "Why?" Looking down over the rugged landscape covered in



■ The entrance to the spice market and plenty of herbs to be had — and leeches! (In the bottles on the right)

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"I vowed to the beer gods I'd never again whinge about Aussie traffic and eventually I was on the way out of the city"

flesh-tearing vegetation, you can't help but be stunned and wonder how the hell they made it up to here in a morning. They didn't make it much further; I was standing at the extent of the advance.

The Anzac road also leads south to Cape Helles and Seddubahir at the base of the peninsula, where a simultaneous invasion

■ Going my way? The coast road of the Dardenelles. ANZAC Cove is on the other side of the hill in the background



↑ The Bella Hotel at Selçuk proved to be very entertaining. Do I look like a sultan?

took place. It's a good bit of tar for a strop as it follows the coast and there are some impressive ancient forts as well as monuments celebrating the Turkish victory.

I had to get a move on as I had to meet a mate 400km south at Selçuk (pronounced Selchook). Following the Aegean coast, within 25 kays of leaving Canakkale there's a turnoff for what many consider the cradle of civilisation at Troy. But after seeing 10 tour buses queuing I did a quick U-turn; if it had been there that long I'm sure it'll be there a bit longer! In any case, Canakkale has the Trojan horse used in the Brad Pitt movie on the foreshore of its quaint little harbour.

Some early morning twists through hills with shade, diesel residue and dew made for some interesting slides on dual-purpose tyres. ▶

HISTORY LESSON

No story about Turkey would be complete without some mention of Mustafa Kemal, later known as Ataturk, Father of the Turks, which was the name bestowed upon him by the Turkish government.

Kemal commanded the Turkish defences during the 1915 campaign. He was shot at the battle of Chunuk Bair in August but a fob watch in his breast pocket stopped the bullet hitting his heart — the date in August is celebrated with a public holiday.

After Gallipoli he led the battle for the nation's independence and in 1922 he finally brought an end to the Ottoman Empire and ushered the country into the modern era, establishing the secular country we know today. However, in the past few years there has been a concerted effort to return to the old days of sharia law. Although Ataturk died in 1938, his portrait is still on Turkish banknotes and every town and city has some sort of memorial to him. There is also the Ataturk Memorial Gardens on Anzac Parade, Canberra.

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■ Monuments to Mustapha Kemal
— Ataturk — are everywhere

“Joy turned to anxiety as three uniformed policemen waved me down. With machine guns slung off their shoulders, thoughts of doing a runner rapidly evaporated”

After 500km my terrific Turkish adventure got even better. I'd been warned about unmarked police cars, but rounding a bend I spied one on the other side of the road a bit too late. Joy turned to anxiety as three uniformed policemen waved me down. With machine guns slung off their shoulders, thoughts of doing a runner rapidly evaporated!

The three wallopers tried forcing me into the front seat of the car. Visions of *Midnight Express* flooded my mind. After much

protestation I learnt I was supposed to look at the video of me doing 120 in an 80 zone! Their actions made me feel like I'd committed a capital crime.

They demanded to see all my papers and a hand was also extended for an immediate on-the-spot fine of 150 Euros (around \$A250). With no sign of a ticket being written, I informed them I was a poor and stupid Aussie tourist and for the best part of an hour I moaned, pleaded and cajoled my way to reducing the

fine, finally getting down to 30 Euro. I was informed later that my let-off was virtually unheard of; it's either pay up or spend some time getting a striped suntan.

At Selçuk I met Dave at the Hotel Bella with his mates, the owners of the establishment. The hosts are outstanding, offering fine fare and good Turkish wine topped off with the shisha pipe, a regular after-dinner tobacco treat with strawberry, apple and coffee flavours.

Selçuk is claimed to be the place where Mary, mother of JC, spent her last days along with one of the apostles, St John, bringing Christianity to the country. St John's grave is ensconced in the Basilica right across the road from the Hotel Bella, while the house of Mary is some miles away in the hills where miraculous wonders have reputedly occurred.

Just minutes from town is Ephesus, one of five great cities of the Roman Empire that was occupied from 800BC to 1100AD by Persians, Greeks, Romans, Arabs, and Alexander the Great. It is pretty extraordinary to walk along the original Marble Road that carried Cleopatra, Mark Antony, Caesar and a few others.

After four days and a thoroughly entertaining night, my adventure was drawing to a rapid close. It was time to head north, across the country, and back to Istanbul nearly 600km away. Riding into the hills up to 1000m above sea level, there was more wind and rain as I passed through the fruit-growing districts of Akhisar and Balıkesir, then on to the city of Bursa with many horse studs along the way. Roads here are relatively open and fast with the least traffic I had encountered — and no police!

From Bursa the traffic builds up again ►



■ Riding this is surreal. So many shipwrecks in the waters and so many bones in the ground, the town of Gelibolu in the distance!



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■ Reputedly, the Virgin Mary's house in the hills above Selçuk and Ephesus

Mary is some miles away in the hills where miraculous wonders have reputedly occurred.

Just minutes from town is Ephesus, one of five great cities of the Roman Empire that was occupied from 800BC to 1100AD by Persians, Greeks, Romans,

BROTHERS IN PEACE

Mention you're an Australian anywhere in Turkey and it seems the handshakes and hugs will never stop, such is the wartime legacy and the respect from the Turkish people. Their friendliness is one of the most welcoming attributes of the country and they are always willing to help. More than once when they learnt I was an Aussie, I was hugged and slapped on the back, invited for a coffee with, "Ah, Aussie. Very brave, very tough." It brought yet another lump to the throat.

However, the most memorable moment was at a Turkish restaurant in Istanbul with some English friends. The waiter asked if we were all English. When I piped up as an Aussie he came and hugged me, pointed at my dining companions and bellowed, "Ah, my friend, these English are shit. Not like you, my Australian friend. Now tell me, did my grandfather kill your grandfather or did your grandfather kill my grandfather?"

We laughed and joked with each other all evening, much to the chagrin of the Poms. He would not let me pay for my meal or drinks.

Arabs, and Alexander the Great. It is pretty extraordinary to walk along the original Marble Road that carried Cleopatra, Mark Antony, Caesar and a few others.

After four days and a thoroughly entertaining night, my adventure was drawing to a rapid close. It was time to head north, across the country, and back to Istanbul nearly 600km away. Riding into the hills up to 1000m above sea level, there was more wind and rain as I passed through the fruit-growing districts of Akhisar and Balıkesir, then on to the city of Bursa with many horse studs along the way. Roads here are relatively open and fast with the least traffic I had encountered — and no police!

From Bursa the traffic builds up again and it is possible to ride nearly 200km right around the coast of the Marmara Sea back to Istanbul. A ferry for 11 lira (\$5.20) for a 45-minute trip across was cheap and easy so Yalova, another grand place for a stay right on the water, was my final night's stop.

After my sojourn I've elevated Turkey near to the top of the world's must-see places — not only for Gallipoli, which is a lifetime highlight. This trip was like a Mediterranean cruise skirting the beautiful surrounds of the same waters the British navy tried to conquer. It's a country full of friendly people and surprises and with so much history, it may take a few trips to satisfy my taste for Turkish delights. **ARR**

■ The view to the Sphinx and The Nek that greeted the ANZACs.



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Rider's Paradise

On the Apple Isle you're spoiled for choice when it comes to dream motorcycling roads. But which one is best? We journeyed to Australia's most southern state to find out ...

STORY: JANET BULLOCH

PHOTOGRAPHY: ANDREW NEWTON & JB

The Australian mainland has many golden roads with beautiful corners — perfect for an exhilarating ride. Unfortunately you'll have to ride a good distance to find them and when you do you'll also find traffic. But not in Tasmania!

The person who designed the roads in Tassie must have been a motorcyclist. The island state has the best motorcycling roads in the country and — even after tackling many of

Australia's best (and worst) roads in two epic adventures on the mainland — I've never had so much fun on a road bike trip.

Before heading to Tassie my husband John, my brother Andrew and I had ridden more than 30,000km through all the states and territories and on famous rides including the Great Ocean Road, Black Spur, Nullarbor, Oodnadatta Track, Gibb River Road, Gillies Highway and Wisemans Ferry Road. With that sort of experience we aren't easy to impress anymore, but we were very

impressed with Tasmania. With so many awesome roads to choose from we decided to work out what was the best motorcycling road in Tasmania. We devised a rating system based on two criteria — the rider's enjoyment (which we weighted at 70 per cent) and the activities available once there (weighted at 30 per cent). We split the roads we travelled into seven sections and separately gave each of the roads scores out of 10 for each criterion. Once the weighting was applied we had our winner, which we have awarded the great honour of the best road in Tasmania.

When we set out with a plan to discover the best motorcycling roads in Tasmania, I never thought it would be so complex — every road in Tassie is a rider's dream. Even though you may not agree with our choice of the best road, the fact remains that the entire small state is a rider's paradise.



Once Burnie was in our rear-vision mirror the road allowed for some fast, easy riding with long curves and very little traffic. We ate up the kilometres in gently changing scenery, from small towns in rolling hills to lush forest dominated by mountains. Just after passing the

turn-off to Cradle Mountain, there were road works that made the next section to Tullah slow, though it promised to be a great road when finished. A standout was riding into and leaving Rosebury, which had great stretches of winding roads through the mountains.

“Lowest-rated road but not because it's bad — just unfinished.” — Janet

6th

85km, 80 minutes
Score — 20.1/30

Zeehan to Queenstown via Strahan

“The roads were OK, however I definitely recommend the yacht cruise.” — John

Zeehan to Strahan was an easy ride through a dry, flat countryside, the highlight being the first glimpse of coast in the distance. For a little coastal town, Strahan has some great activities for visitors. We spent an awesome night and day on an overnight Gordon River cruise. It was a great mix of education on the area with a good dose of adventure.

The 40km of roads from Strahan to Queenstown were beautiful winding roads through lush mountain forest. There are mostly no views until you leave the forest riding into Queenstown. However, this is a great road if you don't get stuck behind vehicles like we did.



WEST COAST YACHT CRUISES

Based in Strahan, Trevor and Megs of West Coast Yacht Cruises offer cruises on their yacht “Storm Breaker” to explore the Gordon River. We joined them on an overnight cruise priced at \$380 each. It was a fantastic mix of education, adventure and serenity. Trevor has a wealth of knowledge on sailing and the history of the area and did mention he would talk for the 23 hours if encouraged.

You have the opportunity to go swimming, kayaking and fishing and there is ample opportunity to enjoy the silence and incredible scenery. All this is topped off with some awesome, hearty food. A highlight was at night when the lights were turned off and we could marvel at the stars and their perfect reflection in the water, making you think for a moment that you could dive in and grab a star. See www.westcoastyachtcharters.com.au.



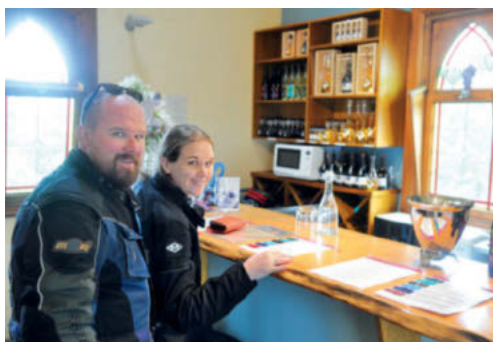
5th

154km, 160 minutes
Score — 21.1/30

Hobart loop — Mt Wellington lookout to Kingston, B68 to Huonville via Woodbridge

Travelling to Mount Wellington lookout promised to be 7km of great winding roads with awesome views. For us, it was an excruciatingly slow ride behind heavy traffic in relentless rain. When we finally reached the summit the view was hidden by mist and we couldn't leave our bikes as the wind was so fierce they would surely have fallen over. Once down in the valley the weather was still wet, however manageable, and we enjoyed the beautiful roads along the coast on the B68. We stopped occasionally to admire quaint coastal towns, tried goat's cheese and rode a great road through beautiful scenery to get to Hartzview Winery to try their delicious liqueurs.

“This road was unfairly penalised due to the bad weather. Try to get to Mt Wellington lookout early to miss the traffic.” — Janet



4th

80km, 80 minutes
Score — 21.2/30

Bicheno to St Helens via St Marys



The highlight of this road is the detour to St Marys on the Elephant Pass. The pass is a total of 27km of tight, winding roads through forest. The road surface isn't the best and in parts the road reduces to one lane, however the traffic was scarce and we had heaps of fun. We made sure to thank Murray, our guide from Freycinet Adventures, for suggesting we include this piece of road in our itinerary. The remaining 53km was fast roads with great coastal views. In Bicheno, stop in at the motorcycle museum and check out the Bay of Fires outside St Helens.

“Elephant Pass was tight corners, up and down mountains, and was great without traffic.” — Andrew

3rd

170km, 130 minutes
Score — 21.35/30

Richmond to Coles Bay (A3)



“The roads were great but I loved the overnight kayaking adventure we did!” — Janet

This run is fast roads through farms, wineries and small towns with an occasional mountain range. A standout section on this road was just before Triabunna, when the road runs alongside the water for a few winding kilometres. We did this section early in the morning when mist was coming off the water, creating a spectacular landscape. This road got a high rating due to Freycinet National Park, where we ended this section of road. It is a stunning area that we explored with Freycinet Adventures, trading our bikes for kayaks for an overnight escape.



FREYCINET ADVENTURES' ULTIMATE WEEKENDER

During this day-and-a-half kayaking adventure we paddled along the beautiful coastline of Coles Bay, heading towards the final destination of Hazard Beach. It is stunning, with crystal-blue waters surrounded by white sandy beaches and tall rocky granite mountains. Our tour guide, Murray, shared his knowledge of the area while we slowly cruised along. Once we arrived at Hazard Beach we did the easy walk to one of the most beautiful beaches in Australia, Wineglass Bay, and enjoyed the

afternoon exploring the stunning location.

The campsite on Hazard Beach was perfectly positioned to get the best views of the coastline and we had the opportunity to go swimming, snorkelling or explore the various beaches within walking distance. Despite the remoteness of our location, our guides were still able to serve up some amazing meals throughout the trip.

If you don't have time for the overnight adventure, they also offer three-hour kayak tours that are very popular.

See www.freycinetadventures.com.au

2nd

160km, 140 minutes
Score — 23.4/30

St Helens to Launceston via Scottsdale



“This was my favourite section of road due to the variety of roads and countryside. It cannot fail to give a rider pleasure.” — Andrew

Despite some rain, we still had a blast on this road to Launceston. It was 160km of golden roads with a perfect mix of winding roads through mountain ranges followed by fast, sweeping corners through farmland. We only got stuck behind slow cars through one section and the rest we were able to do at our pace. We stopped at the Pub in the Paddock, which is literally a pub in the paddock, and the James Boag's Brewery in Launceston.



1st

260km, 200 minutes
Score — 23.6/30

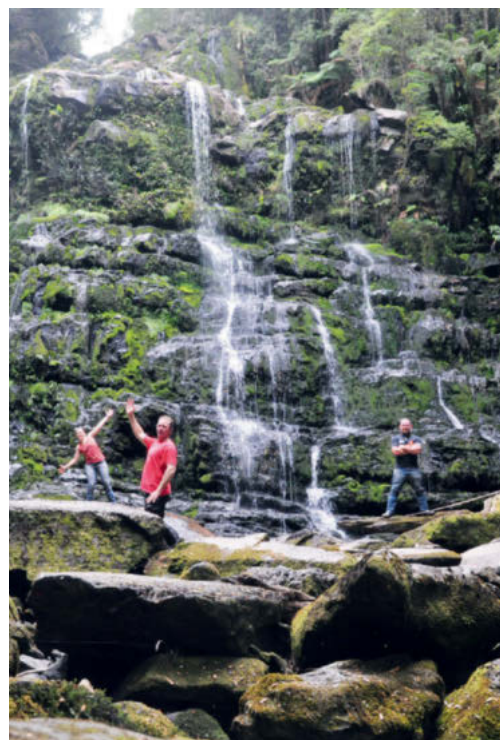
Queenstown to Hobart, via Russell Falls

“Wow! You can’t get much better than this road. I lost count of how many times I scraped my pegs leaning into the tight corners.” — John

The road from Queenstown to Hobart was a rider’s paradise. Coming out of Queenstown, we had amazing views over the mining town as we climbed the barren mountains, racing through sharp corners. We then quickly entered into the lush forests again, with kilometres of winding, perfect roads. Vehicles did slow us down, however we were impressed with the courtesy of the drivers allowing us to

overtake them almost immediately.

We easily split the day of riding with visits to Nelson Falls and Russell Falls, both with 20-minute return walks. Lunch at the Hungry Wombat Cafe near Derwent Bridge is a must. The last section of this road stretched out and we left the mountain roads behind, relaxing into a comfortable speed and marvelling at the awesome road in our rear-view mirrors. **ARR**



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Long Way Around

Two-and-a-half days from Coffs Harbour to Newcastle? You bet!





STORY: MICK MATHESON

PHOTOS: DANNY WILKINSON, MM

Two days from Coffs Harbour to Newcastle seems like a bit much, but we weren't hanging around, either. It's just that we didn't do what the rest of the nation does and set the cruise control for a tedious churn down the Pacific Highway. No, we barely touched that most flawed of national Highway 1s as we rode wide into the Great Dividing Range on secondary roads, forestry tracks and derelict trails on a streak of Triumph Tigers. The pot of gold waiting at the end of our riding rainbow

“The road following Kalang River is a twisty piece of work, the kind that makes you realise adventure-touring bikes really are the new sports bikes for those who love their licences”

was Stockton Beach, whose dunes are open to riders brash enough to accept the challenge.

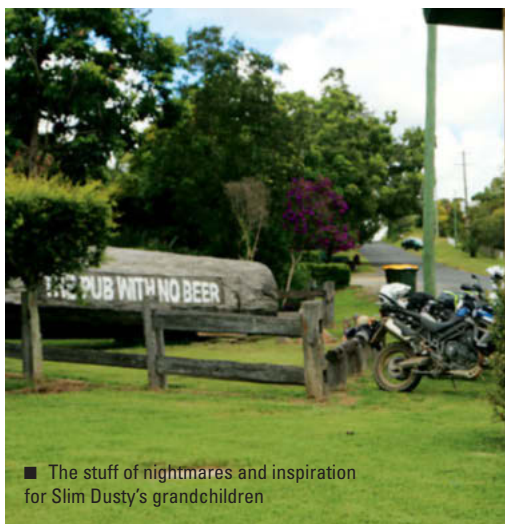
I'd been geared up for this ride since Triumph's Aussie distributor, PS Importers, had given us the heads-up that the launch of the 2015 Tiger 800XC was going to be a tough one on the NSW Mid-North Coast. A few years ago I rode some of this route on the first Tiger

800XC while doing the two-week APC Rally. In the weeks leading up to the ride I'd been treated to some clues in the form of photos from the Triumph crew who'd done the recce in drenching conditions. Pretty pictures, but I knew I didn't want that kind of rain!

The weather looked good on the morning we rode south out of Coffs Harbour on the Pacific Highway, staying on Highway 1 for only a few kays until taking the second Bonville exit, crossing over the highway and disappearing into the Pine Creek State Forest. I was plunging down a narrow track before my sleepy mind and body had had much of a chance to get organised. I hate it when this happens, but I relaxed, got comfortable and let the Triumph roll along underneath me.

I don't know what happens out here in the wild behind Coffs but I did wonder if there were any clues in the sign warning of Cows With Guns when we were on Hunters Road. I suspect it had something to do with mountain bikes rather than vengeful herbivores, but I wasn't sure.

This early foray into the forests proved a perfect warm-up. We climbed rapidly into the



■ The stuff of nightmares and inspiration for Slim Dusty's grandchildren





↑ Climbing the Great Divide on the first morning — the fun is just beginning

hills up to the aptly named Tower Road and dropped rapidly off the other side of what turned out to be a sharp geological pimple, giving us a taste of what we'd get through in a morning that would take us up to 800m above sea level and almost right back down again.

That got me into the rhythm. I wasn't yet in the mood to turn off traction control but I was glad I'd gone to the off-road settings after we'd left the tarmac behind just after leaving the highway. The Metzeler Karoo knobs were helping a lot in the soggy patches we rode through and the electronics were adding the two cents' worth as well. I didn't feel challenged yet, just entertained, and I figured that was a great way to start the adventure.

Then traffic got in the way! I couldn't believe it. Peak hour in Bellinger — who'd have thunk it! A couple of the blokes got impatient and

split through the queue over the bridge on the Bellinger River, but I was too lazy and sat with the cars while I had a look down the river and over the town. Pretty place. But by the time I got to the main drag and tried to turn right into endless traffic I'd had enough. A small gap appeared and I gunned the Tiger into it, hooked a left another 100m down the road and never looked back as we bolted back to the bush.

This is where the ride ramped up the fun factor. The road following Kalang River is a twisty piece of work, the kind that makes you realise adventure-touring bikes really are the new sports bikes for those who love their licences. We turned off and followed a small series of minor roads over more hills, powering hard out of corners and braking deeply into the following ones as the road narrowed and steepened. It scaled down to a single lane of

two obvious wheel tracks with overhanging leaves and branches that whipped our arms and made us duck to avoid the lowest ones catching the peaks on our helmets.

I caught one of the other guys but couldn't find anywhere to pass, so settled in and watched his lines. Whenever he bobbed, wobbled or got whacked by the fernery, I'd take the other side of the track. Mostly it was a good bet. But one muddy, rutted patch caught me out; the other rider took the better of two bad lines and I nearly lost the front end as it washed from under me. I think the combination of the XC's WP suspension and the Karoo's knobs helped me find traction again and recover in the moment I had left before disappearing into the scrub.

Suddenly we popped out into a very narrow valley of farmland, where we looked down two wheel ruts through long, lush grass. It was obvious the place hadn't been properly farmed for years, but someone lived there and enjoyed the peace and quiet in this remote little place. Apparently he liked it so much he didn't appreciate bikes passing through. We were warned to keep on the track, which was a legal roadway, and not feel tempted to ride into the paddock. There wasn't much temptation because the track was a bit of fun in itself, crossing a trickle of water as it wound along the edge of the valley for a couple of kays before we crossed a creek and popped out onto North Arm Road.

A few minutes later we were climbing again on a good forestry road. The gaps between the massive trees gave tantalising glimpses of long views on both sides of the skinny ridge we were following. I was having a hard time concentrating on the ride as I attempted to get a look, but then we turned left up a very steep hill to Kosekai Lookout, where we paused to gaze out over the South Arm valley way below in the distance. The mountain plunged in front ▶



↑ Time out for a game of pool at the Pub With No Beer, one of our favourite places



“We spent an hour or two in the mountains to the west having more fun. We were well and truly ready for a beer by the end of it”

of us and it seemed you'd fall all the way to the bottom if you stepped beyond the fence. Much to my amazement, that's exactly where the road went next ...

We set off again on a wild descent. Just to make it more interesting, we detoured onto a disused track where the long grass sometimes obscured the ground and small logs littered the trail. I expected to be turned back by a fallen tree but we were lucky and sped uninterrupted

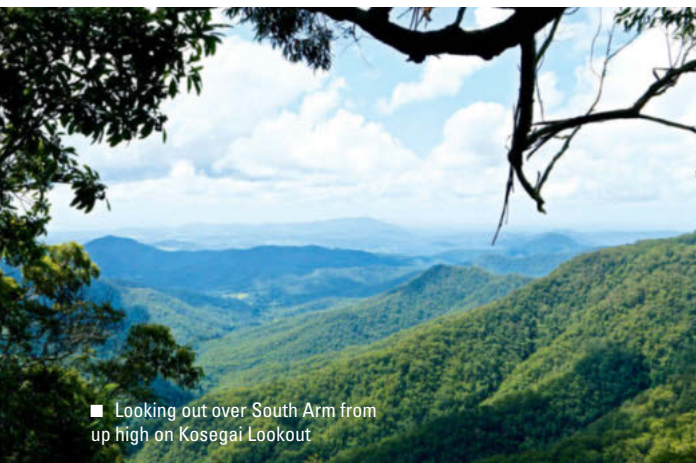
all the way back to civilised roads and Taylors Arm. It was lunch time and we settled into the Pub With No Beer for a restful hour or so. The burgers are excellent.

We'd done 140km of the most technical riding of the trip. I was now at the point where I was into the groove and thoroughly enjoying myself. The afternoon didn't lack its technical routes and challenges, though. We fanged the bikes up another forested ridgeline up past Bakers Creek, then rode on more open ground into Willawarrin, a tiny town above the Macleay River. We topped up the tanks and had a coffee at the general store, which sells groceries, memorabilia, take-away food, antiques, sex toys and ancient, well-preserved motorcycle magazines like *REVS*. Stop in and have a look around if you're coming past — it's

a unique place.

We backtracked three kays to cross the Macleay and stayed on the river's west side until we were a stone's throw from Kempsey, but instead of going to town we veered right into hills and forests for more excellent adventure riding. The route alternated between clear valleys and forested hills for the rest of the afternoon until we arrived at the night's destination, Wauchope.

That was a big day, even if only a bit longer than 300km. Day two would be a little longer but generally on faster, more open roads so it promised to be easier. We started on a back road out of town in drizzling rain that got heavy enough to stop some of the blokes so they could put on wet weather gear. The rest of us rode on about 2km until we'd cleared the shower, where we waited for them. By the time ►



■ Looking out over South Arm from up high on Kosegai Lookout



▲ Relaxing on the verandah of the Pub With No Beer at Taylors Arm, always a great place to have a break or stay the night

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they'd got the gear on they were wetter than we were, only now they had waterproofs over the top of wet riding gear. Suckers!

Just before we re-joined the Oxley Highway we paused to have a look at the historic suspension bridge at Kindee Crossing. This one-lane structure is the oldest suspension bridge in Australia, something that you may not want to think too deeply about if you're afraid of heights. But the greatest danger is not plunging into the Hastings River, it's crashing on the ridiculously slippery road surface on the southern side of the bridge; it was wet when we were there and I had difficulty walking on the tar, let alone riding on it. I was glad for the Tiger's traction control!

The Oxley was dry when we hit the bottom of the climb into some of the best scratcher's road in Australia. Give me a sports bike or give me long-travel suspension and knobby tyres, I don't care, just as long as I get a good run on this road. And we did. It was bliss. We left that magical ribbon of tar soon after Ginger's Creek, heading south on the Cells River Road. If this isn't the perfect way to follow the Oxley's sealed surface, I'll give up and ride scooters around town. These two roads sum up the varied fun you can have on an adventure bike. The Cells begins high up in the forests, then pops out above the Cells River where it takes a deliciously winding course towards gravelly rural roads. It's one of the must-do routes.

We went through Gloucester and on towards our overnight digs are Riverwood Downs, a country resort. We could have gone down Bucketts Ways and turned right to get there but no, not us. We spent an hour or two in the mountains to the west having more fun. We were well and truly ready for a beer by the end of it.

The third morning's run down to Stockton Beach, north of Newcastle, was a fairly straightforward ride on lesser roads. We arrived at the northern end of Stockton, got our permits and lowered tyre pressures. I always do this for a decent attack on sand, though some people laugh. I often have the last laugh.

This was purely playtime. There are buses, walkers, horse riders and fishers on the dunes and beach, so you show some respect, of course, but it's a thrill to get a big bike out there and let it do its thing in the looseness of the dunes and the firmness of the wet shoreline. I would think twice if you don't know what you're doing, because you need confidence and a degree of aggression to keep it upright and mobile — and if you get it wrong, it's bloody hard work putting it right again. But when it's all going well, it's a buzz

to churn a Tiger through deep sand or do big, lazy power slides on the wet sand as the waves chase you.

Just don't forget it's all salt water here! After we'd had our fun we rode to the wash bay near the south end of the beach and gave the Triumphs a thorough spray.

It felt like we'd been away for ages but this whole adventure took less than four days, including getting to Coffs Harbour in the beginning. We'd crammed in a heap of on- and off-road fun and avoided civilisation almost completely, yet we were within cooee of it all the time. It shows what you can do when you plot a route on all those little roads and tracks that chase each other up and down the Great Dividing Range. **ARR**

Visit www.roadrider.com.au to check out the GPS-mapped route of this ride.



↑ Matho helps rescue a foreign tourist whose GPS told them to drive the rental car onto Stockton Beach. D'oh!



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ALTITUDE



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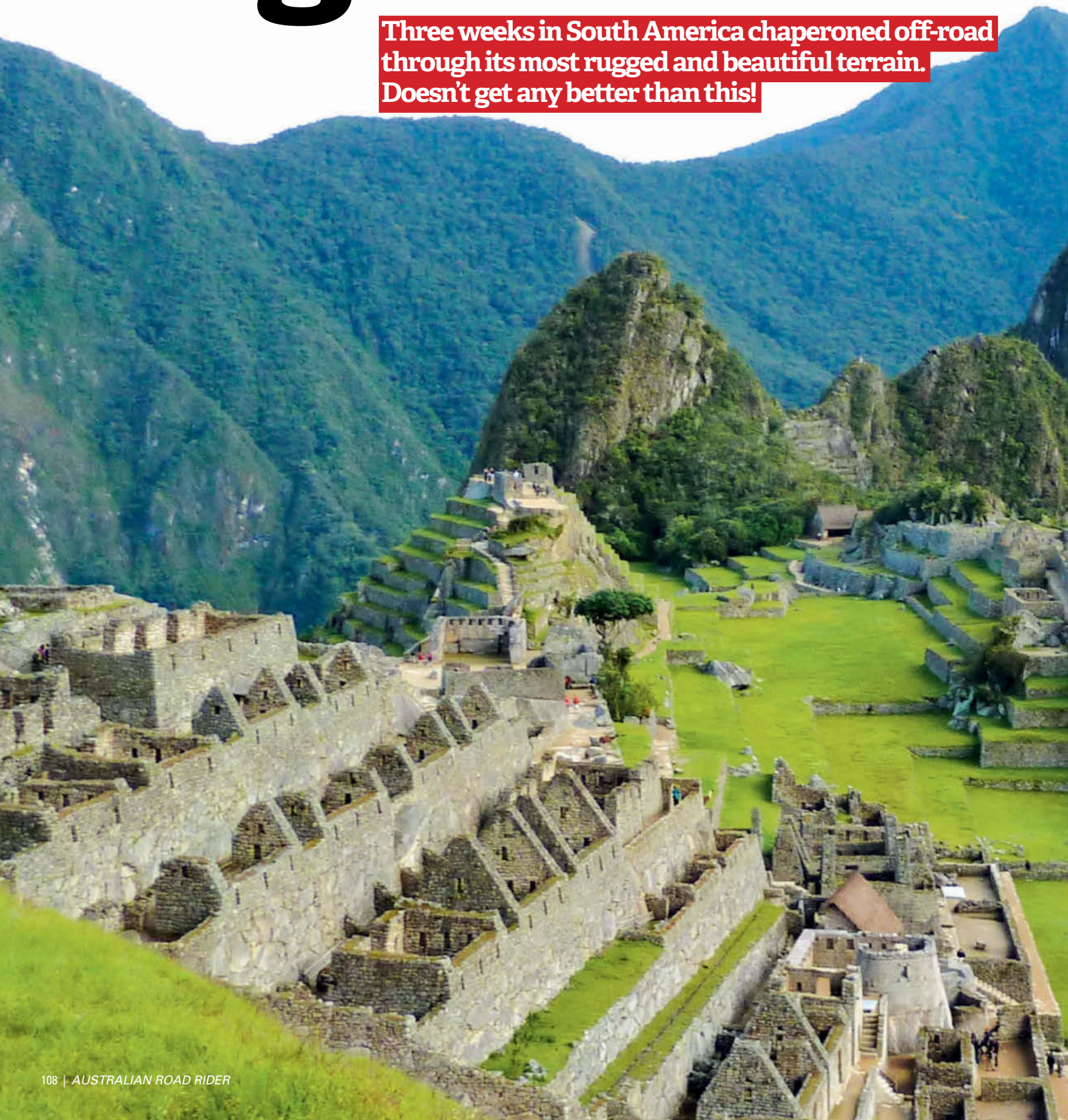
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High Times

Three weeks in South America chaperoned off-road through its most rugged and beautiful terrain. Doesn't get any better than this!







■ Roadside regroup

STORY: BARBARA JONES

PHOTOS: MARK JONES

It was going to be a long journey from anywhere just to get to the tour starting point of Cusco, Peru. This was my first organised group tour and I'd chosen to go with Aussie company Compass Expeditions on a 23-day trip on BMW 800s, across some of South America's most spectacular and challenging terrains with riders from all over the world. For me this adventure started in Cairns. I took a flight to Sydney then to Auckland, then to Santiago in Chile, then Lima, Peru, and finally the starting point of the tour,

Cusco. You should see the frequent flyer points from those flights!

The riding, scenery and cultural experience were everything that you imagine an adventure ride should be. The tour was perfectly organised and Compass's experience and local knowledge meant we had the best routes to ride and good accommodation waiting for us at the end of each day. The well-equipped support truck followed along behind as a sweep, carried spare parts and an entire spare bike — which was called into service on more than one occasion.

This trip was a once-in-a-lifetime experience

that I had to do, and would do again in a heartbeat. This is just a snapshot of what I got to experience.

I timed it to arrive in Cusco a day early in order to have time to adjust to the altitude. You can't underestimate the effect of lower oxygen levels and dehydration. Much of this trip takes place in the high altitudes of the Andes so you will want altitude sickness medications! Cusco is only 3400m up and on the trip we would see over 4500m, so it was a good place to get acclimatised.

You feel the change in the air getting out of the plane at Cusco. Shortness of breath with the smallest activity leaves you weak and breathless. Apparently your personal fitness has little to do with how you react to the altitude and a flight of stairs was enough for serious leg burn. Everyone in the tour group was affected to some degree.

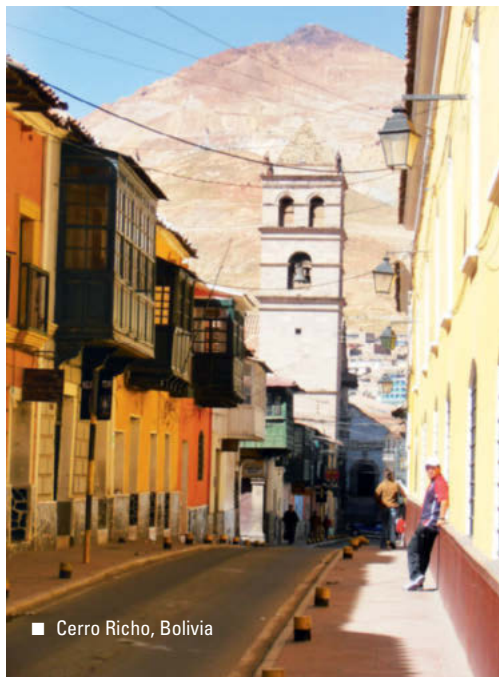
Cusco was once the capital of the Incan Empire and is now a World Heritage site. The Spanish destroyed much of the original city in the 16th century but rebuilt it on ancient foundations. Cusco is now becoming a tourist mecca as the best starting point for a visit to Machu Picchu. Peru is a poor country and tourism is bringing prosperity to this region, but only to the merchants who know how to sell.

The hotel base was only a short walk from the city's main square, the Plaza de Armas. It is a beautiful place dominated by centuries-old cathedrals. There is a constant police presence to ensure the place remains safe.

The first day on the bikes was an orientation ride into the countryside surrounding Cusco. We rode up to the Christ on the hill. No, not the



■ A protest stops the progress



■ Cerro Rico, Bolivia



■ The glorious Iguazu Falls



■ Religion is everywhere you look

one you're thinking of in Rio de Janeiro. Turns out every town with a hill has a white statue of Christ or a large white cross on it. Traffic at first appears chaotic, but even in chaos there is order. Basically, look out for yourself and whoever has position on the road has right of way.

The next day was a free day to further explore the city, but as we had already arrived a day early to acclimatise, some of us decided to hop on the bikes and further explore the surrounding countryside. We got lost a few times but eventually found our way out of the city. It was a perfect ride day. We stopped in the small town of Pisac and enjoyed wandering through the colourful markets and picking up some handcrafted souvenirs. Lunch was in an ancient bakery where you select which live guinea pig you would like to be cooked up for your meal.

The next day the tour proper finally started and it was time to experience more of South America. This was the first 6:30am wake-up followed by breakfast and 8am departure that was to become the norm.

What would a trip to South America be without visiting Machu Picchu? It was the first stop on the agenda, an abandoned city on the top of a mountain. We rode the Sacred Valley to Ollantaytambo, hopped the train to Aguas Calientes where we overnighted in preparation for an early-morning assault on Machu Picchu. You can either climb or take a bus ride to the top and once there, words really do not do the place justice.

Reunited with our bikes, we headed south and on to Bolivia. This was one long day in the saddle. The roads were surprisingly good — better than Australian rural roads with high mountain passes and sweeping corners. Our tour leader set off at a modest pace. It wasn't long before he was passed and a brisker pace was set. There is no pressure to keep up with the fastest riders, though, and everyone rides ►



to the pace that suits them. Who wants to go speeding through this remarkable land and miss all of the incredible scenery anyway?

Lake Titicaca is so big that both Peru and the land-locked country of Bolivia have their own navies on it. It is the largest and highest lake in South America and it's here you find the man-made "islands" of Uros. These support entire communities, homes, schools, all accessed by boats. These were built over hundreds of years by peoples driven off their original homelands. They seem happy enough on their floating domains.

A ferry ride across the lake had us crossing into Bolivia and on to La Paz for a rest day and a visit to the Witches Market. In some sections of the community, there is a turning away from orthodox Christianity and a return to traditional beliefs, or an odd blending of the two. Here, among other things, you can buy totems to beg favours from the spirits, fake money, and figurines of gods and mummified baby llama heads. C'mon — what god could resist that?

On to Potosi, which is one of the highest cities in the world at just over 4000m. It is dominated by "Cerro Rico" (Rich Mountain), which, as the name suggests, was once the world's richest silver mine. It continues to be actively mined by hand today and the mountain is virtually riddled with mine shafts and tunnels. We got to go into some of those tunnels and exchange our helmets for miner's hard hats and headlamps.

Next stop was Salar de Uyuni, in the Altiplano, and a visit to the world's largest salt flat — all 10,500 square kilometres of it. Workers shovel salt into uniform piles then into the back of trucks to be taken away for drying, packing and sale. Some buildings

are built from blocks of salt. With so little rain here, there is not much chance of them dissolving.

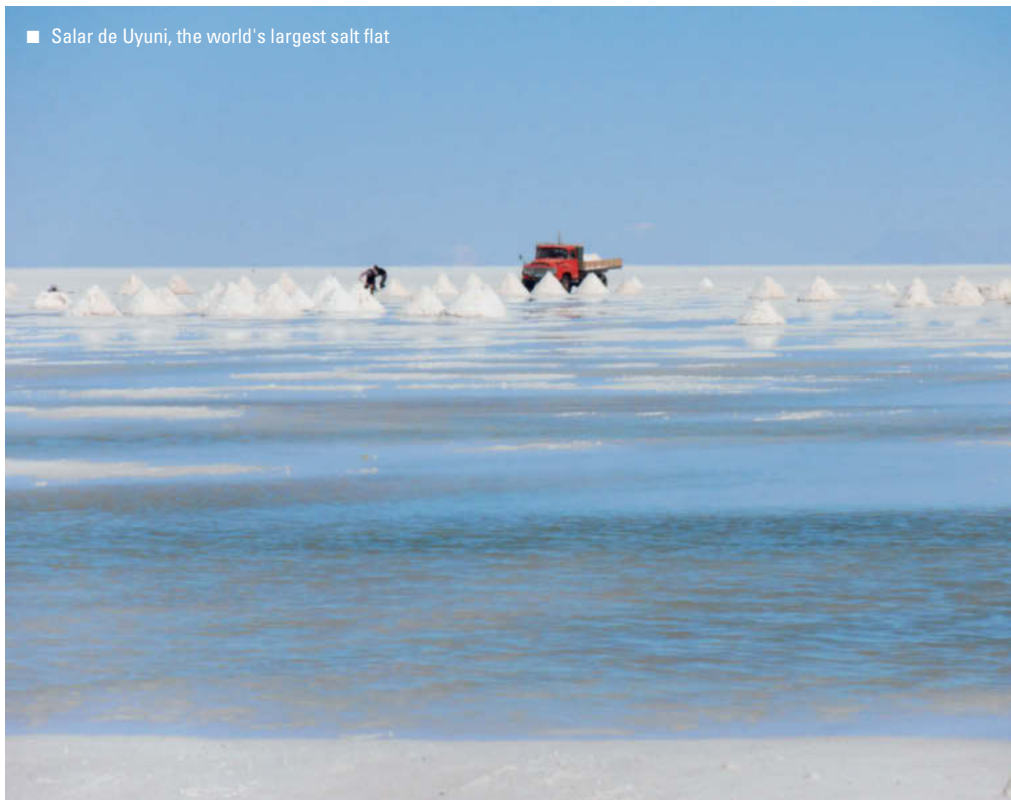
At the start of our next day we came out to see our tour leader's bike fixed to the carrier on the back of the support van. It was completely caked in heavy, red mud. There was no sign of him or the support driver. Breakfast and 8am came and went and eventually the driver appeared with a solemn look and called a meeting. Facts were sketchy but apparently the guide went out for a ride on his own that evening and ran into a bog in the desert. He

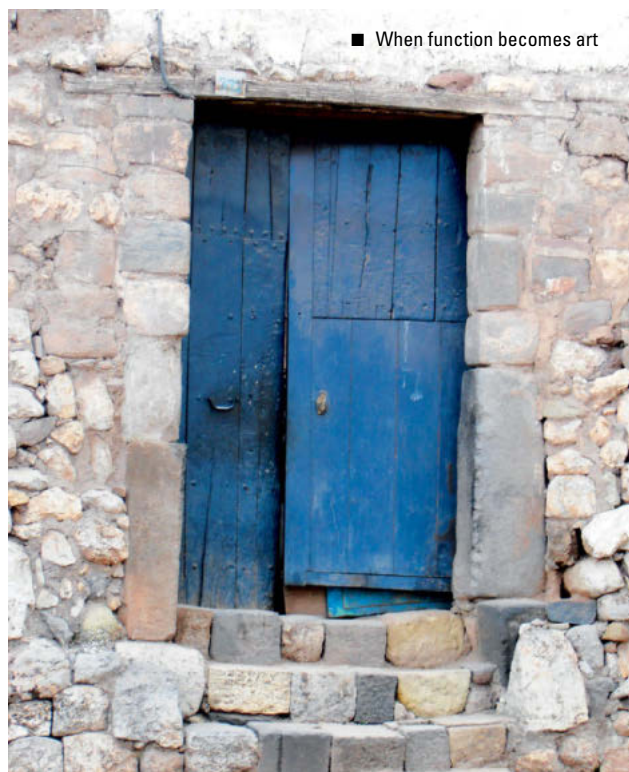
was thrown from his bike, badly breaking both bones in a lower leg.

Uyuni is very remote. Several hours later and in the dark and cold desert night he was found, put in the back of a small van, which passed for the local ambulance, and carted off to hospital. That was a big wake-up call for all of us. No rescue helicopters here. New plan. Support driver became lead rider and his travelling companion became the support driver.

This was one of the best ride days on well-made dirt roads, with other-worldly scenery and active volcanoes, some steaming.

■ Salar de Uyuni, the world's largest salt flat





■ When function becomes art



■ Washing in the streets

We were all wearing everything we owned, and it was still not enough to beat the cold. We overnighted at a remote border outpost between Bolivia and Chile after arriving late in the day. It was basic accommodation with bunk beds and no heating. The couple who run the outpost served up a dinner of spaghetti and llama steak. After a long, cold, windy ride, it was gratefully accepted.

The next day it was on to San Pedro de Atacama, a dusty tourist town at an oasis in the Atacama Desert. A hot shower was a blessing from those gods we bought the

mummified llama heads for earlier. We relaxed on a rest day here and some of us rode out to the Salar, renowned for its flamingos.

That evening we chucked the bike gear and were shuttled by van to the “Valle de la Luna”. Welcome to Mars! The setting sun turns the valley’s canyons red with snow-capped volcanoes in the background. There’s nothing to compare this to. We thought it was cold before, but it wasn’t even close. This was the highest point of the journey at about 5000m. It was windy and freezing so we donned overmitts and turned the heated grips to high.

After an incredibly remote border crossing, we began our descent of the Andes along a fantastically winding road with seemingly endless switchbacks, to the pleasant town of Purmamarca. Now we were at only 2400m and it was nice to be able to breathe again.

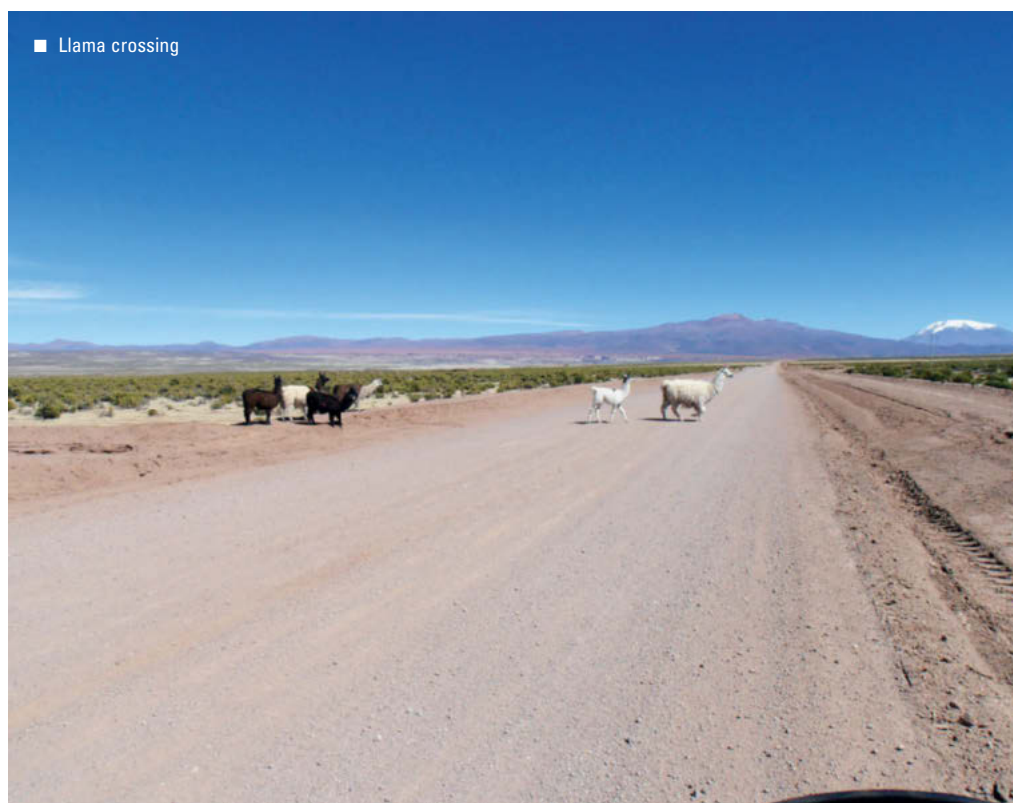
The next couple of days were really all about getting across Argentina — long 600km-plus days of often straight and sometimes pot-holed roads. A stay at the pretentiously named (but disproportionately seedy) Hotel Presidente was memorable. Six of us got into the elevator to go to our rooms. The doors closed and there were the usual elevator noises. After a while the doors opened. We were still in the lobby. The clerk looked up from his desk with a raised eyebrow, as if to say, “What did you expect?” We headed for the stairs, which were, thankfully, in working order.

As if to compensate, we spent the next night at a beautiful riverside resort. We had the place to ourselves.

It was a relatively short ride across the border into Brazil, and onto Foz do Iguaçu and the awe-inspiring Iguaçu Falls. This is another place that photos can’t do justice to. Here we parted from our bikes and had two days exploring the falls from both the Argentinean and Brazilian sides.

So good was the time we had that everyone chose to extend their stay in Brazil and see the sights of Rio de Janeiro before that long haul home, during which we dreamed about when we could ever do it all again. **ARR**

Compass Expeditions runs a large range of South American tours, from nine days through to the epic 128-day “360 Degrees” tour of the entire continent. See www.compassexpeditions.com or call 03 9747 2379.



■ Llama crossing

Age of A

In the second instalment of our Origins series, ARR explores the post-war age that would prove to be the most pivotal era for motorcycle development and help shape the machines we ride today

STORY: STEVIE JORDAN

On the night of 14 November, 1940, the majority of Coventry — an English city in the country's Midlands — was destroyed by German bombs. The catastrophe ruined many institutions, including the city's famed cathedral and a factory that was responsible for employing a large portion of the region's population.

Operating from that factory was the Triumph Engineering Co. Ltd which, until that fateful night, had been churning through an order for thousands of military-specification motorcycles to support the Allied war efforts. However, the blitz completely wiped out all of Triumph's technical drawings and designs; the Speed Twin 5T model that had rolled off the factory's production line since the start of the war had vanished from the records overnight.

Originally launched a few years before the war, the

Triumph Speed Twin 5T was a 500cc overhead-valve vertical twin which featured one of the lightest frames of the day. It's because of this frame that the model went on to be one of the most successful British twins of all time, and it's widely considered that its introduction was the major turning point for the motorcycle industry worldwide. The Triumph 5T, it seemed, was destined to set the standard for those that would come further down the track.

The innovation was mainly down to one man — Edward Turner, Triumph's chief designer and managing director — and his revolutionary thinking. Although a 500cc parallel twin was not a radical concept, the idea of gaining power and torque by making the machine lighter definitely was.

After the war, Turner set about redeveloping the 5T designs that Triumph had lost in the factory bombing. True to character, Turner was again pushing design boundaries and by 1946 the model was reborn with telescopic forks ►



quarius

■ The glory days of racing were the 50s and, as seen here, the 60s

■ The '80s was a great time for Japanese sportsbikes



and optional sprung hub rear suspension. Most importantly, Turner kept the 5T's distinguishing feature — its light weight.

Over the next few years, development and technological advancement would continue steadily but despite Triumph leading the way on the innovation front, there was another manufacturer that was stealing headlines.

Hertfordshire-based Vincent had already seen success from its Rapide model throughout the war years, but following a demand for a motorcycle that was more sports oriented, Vincent set to work developing a machine that would redefine speed and power possibilities.

To do so, a donor Rapide was sacrificed and Vincent set to work. The test bike was known as "Gunga Din", its nickname taken from a

Rudyard Kipling poem which boasted a moral of sacrificing one life to give life to another.

Modified to include enlarged ports, bigger carburettors and increased compression, Gunga Din was officially christened as the Vincent Black Shadow and thus, a legend was born.

Introduced to the public in 1949, the hand-assembled Black Shadow was the pound-for-pound pin-up of all motorcycles. It featured a 998cc 50° OHV V-twin which pushed out a claimed 55hp. It was universal in its appeal; this was a motorcycle that was considered by many as the prettiest and the best on the road, bar none.

Production quickly overtook the Rapide thanks to the technological innovations this new high-performance motorcycle offered. Vincent had brilliantly pioneered numerous elements of its design, including the sprung

■ Triumph Speed Twin 5T



HONOURABLE MENTIONS ...

Over the years there have been some other standout motorcycles which, while not marketed for the masses, helped shine a light on the future for bikes. Probably two of the most important models that fall into this sphere are the Britten V1000 (1991) and Ducati Desmosedici RR (2007).

Both were produced in very small numbers — just 10 carbon-fibre V1000s were ever made by New Zealand petrolhead, John Britten. The water-cooled 999cc, 60-degree V-twin was brilliantly built and many reports cite Britten as a genius. His use of titanium, composite materials and unique engineering (the bike featured double-wishbone front suspension and a frameless chassis) helped make the Britten V1000 one of the greatest and most pioneering motorcycles of all time.

While not quite so exclusive, Ducati limited production of its Desmosedici RR to just 1500 units worldwide. The 197hp this bike produced wasn't that surprising, considering it shared the same chassis layout, carbon-composite bodywork and 989cc V4 engine with the bikes Loris Capirossi and Sete Gibernau rode in the 2006 MotoGP world championship.



↑ Britten V1000 — motorcycle porn



↑ Ducati's Desmosedici RR — only 1500 worldwide

rear sub-frame, ground-breaking front forks and the use of aluminium throughout. Perhaps most importantly, however, Vincent had developed the Black Shadow's unique-for-the-time engine mounting, suspending the block from above so it became a stressed member, or integral part, of the structure.

Throughout the 1950s, motorcycle manufacturers in both Europe and the US continued to raise the bar. The world was bouncing back from war as it propelled itself forward to more prosperous times. Bikes were as popular as ever and they'd now taken the basic form that they still follow today.



↑ Triumph T120 Bonneville



↑ BMW R90S

The GPZ900R innovatively mounted the engine lower in the frame than ever before and was years ahead of rivals

Moto Guzzi, along with the other Italian factories MV Agusta, Gilera and Mondial, dominated all classes during this “golden age” of Grand Prix racing. Such was the supremacy of their technologically advanced machines that the Italian manufacturers won 31 out of a 40 possible championships across the 500cc, 350cc, 250cc and 125cc classes throughout the decade.

A challenge mostly came from German contingent NSU, while Norton also staked a claim for the Brits. However, in 1959, Honda turned up, bringing lightweight, high-revving, four-stroke bikes to the Isle of Man to shock the world as they won the 125cc race.

By 1961, the Japanese firm had won its first Grand Prix championship, taking the crown in the same class that its first success came in. The popularity of Jap bikes — offering high performance and reliability all at an affordable price — would soon be on the rise, but for the meantime, larger-capacity British and European pedigree machines were still king of the roads.

Manufacturers including BMW and Ducati were offering increasingly sophisticated motorcycles, expertly balanced for optimum riding. However, in the 1960s, Triumph launched a bike to rival any. Named to commemorate the 193mph land speed record set by the 650cc Triumph on the Utah Salt Flats, the Triumph Bonneville would go on to become the dominant mainstream performance bike of the decade, and arguably one of the most successful motorcycles of all time.

The original T120 Bonneville was Edward Turner's last production design at Triumph. Leaving his mark in suitable style, maybe Turner himself foresaw the impact the Bonneville would have: Triumph marketed the model as “The Best Motorcycle in the World”.

With a 649cc parallel-twin, the T120 was based on Triumph's earlier Tiger T110 but came with twin Amal carburettors as standard. A high-performance inlet camshaft was added to

help push the Bonneville to 115mph (185km/h).

Mainly aimed at the lucrative US market, the T120's popularity was unprecedented on both sides of the pond. In 1967, more than 28,000 units were sold in the United States alone, with many more sold across Europe and other countries, including Australia. Fast to capitalise on this success, Triumph continually developed the model as the 1970s approached — with improvements such as a new ignition system and redesigned frame.

However, by 1973 there was a new kid on the block. The BMW R90S, complete with its 898cc pushrod OHV air-cooled flat-twin boxer engine plus a top speed of 200km/h, became the flagship of BMW's sport range. Most importantly, though, it featured a bikini fairing and rounded aerodynamic cowl tail which is said to have started an industry-wide move towards fairings. Streamlined and aero efficient, the R90S was the first mainstream road bike to feature a racing-inspired body kit as standard.

Its successor, the R100RS — which started production in 1976 — would also help cement the movement. Though more touring orientated, the design would influence the industry for years to come, including the Japanese, who were increasingly dominant in the market.

By this time, two Japanese bikes in particular had made their mark on the two-wheeled scene. The first — the Honda CB750 — appeared some seven years prior, but by the mid-'70s had established itself as one of the most important motorcycles of the century. Modern, powerful, reliable and relatively inexpensive, the CB750 — which was the first modern four-cylinder machine to receive the term “superbike” — offered a devastatingly good package, particularly when compared to its British rivals, which now seemed outdated.

By the end of the decade, the CB750 had been updated with a more streamlined look and featured a 4-into-1 exhaust, café racer-style seat with fibreglass surround, and a rear disc brake. A lighter crankshaft and flywheel also completed the package but its main rival, the Kawasaki Z1, was neck and neck in terms of performance. ►



■ Honda CB750 four was a machine that changed motorcycling

■ Coventry devastated by German bombing in 1940



First on sale in '72, the Z1 — just like the CB750 — helped establish the four-cylinder, disc brake configuration that would soon set the global standard. Combining groundbreaking components in one package while remaining at a reasonable price point, the exotic Z1 quickly became the pin-up motorcycle of its day.

It pumped out a whopping 82 horses and maxed out at 130mph (210km/h), but was also

considered by experts the world over to be smooth and refined. With its electric starter and steering damper, the Z1 represented the future.

The Japanese manufacturers were tightening their grip on the industry as Kawasaki continued its class-leading development and the Z1 was superseded by the KZ900 and Z1000. Though short-lived, the Z1000 was the first bike in history to feature electronic fuel ignition. Kawasaki

had brilliantly beaten BMW to the line; just a few months after the release of the GPz1100, the Germans adapted the system used in its 3 Series car to increase the power and fuel efficiency of the all-new K100.

However, the most important bike to come from the forward-thinking Kawasaki stable was the GPz900R in 1984. A mysterious Ninja had arrived and it was going to take no prisoners. Developed in secret over six years, the GPz900R was the world's first 16-valve liquid-cooled inline four-cylinder motorcycle. The design, which innovatively mounted the engine lower in the frame than ever before, was years ahead of rivals. Such was the effectiveness of this design, which was married with air suspension and anti-nosedive upside-down forks, that just three months after the model was unveiled, the GPz900R placed first and second in the production class race at the Isle of Man TT.

Keen to be in on the action, both Suzuki and Yamaha announced the GSX-R750 F and FZ750 in 1985 respectively. The FZ750 — known for its linear powerband — featured a radical five-valve cylinder head with three inlet valves in a forward-inclined cylinder block. The set-up effectively lowered the centre of gravity and came together to significantly improve efficiency and muscle output compared with its contemporaries.

The bar that the FZ750 set was 240km/h (150mph). However, with its lightweight aluminium frame, flatslide carbs and twin-disc, four-pot caliper brakes, the fully faired Suzuki

■ The Kawasaki Z



BUCKING THE TREND

Over the past decade or so, the motorcycle industry has seen a significant shift in the popularity of cruisers. The sector is steadily amassing its laid-back, less-is-more share of the market as an increasing number of riders opt for a slower but ever-enjoyable ride.

Perhaps it's because the limitations of the modern road are confining, and cruiser owners can ride nearer to legal limits, safe in the knowledge that their next ride won't be on the bus. However, it can also be argued that the lower-tech, lower-performance nature of cruisers offers something that all the tech in the world can't.

Yes, tech is good (even the most basic of modern cruisers embrace development), but it isn't everything, so there's a case to suggest that many bikes have out-developed the desires of many riders. There to pick up the pieces, cruisers are taking riders back to a less-complicated time when rider and motorcycle were fused together without the interference of electronics or complex gizmos. In a complete juxtaposition, it is this simplicity that is the very reason for this newly growing success.



↑ Cruisers — motorcycling's version of an easy Sunday morning

Moto Guzzi, along with the other Italian factories MV Agusta, Gilera and Mondial, dominated all classes during this "golden age" of Grand Prix racing

■ Vincent Black Shadow



GSX-R750 was up for the challenge. Its air- and oil-cooled engine saved more weight and as development progressed over the next few years, so did the "Gixer's" capabilities.

Upated technological innovations such as New Electronically Activated Suspension (NEAS) and a sophisticated steering damper preceded the introduction of a new short-stroke version of the oil-cooled engine in 1988. Now displacing 748cc, the new engine, with its enlarged valves and carburettors, peaked at 13,500rpm. The GSX-R750 was propelling the motorcycle industry into the '90s at blistering speeds. Further updates — including inverted forks, inventive Mikuni carburettors, a newly designed exhaust system and rear shocks with a remote reservoir and damping adjustment —

underlined the bike's prowess.

By this point, BMW was busy making waves to revolutionise the industry. Its K1100RT, first released in 1988, was the first motorcycle to feature ABS. The technology had come 10 years after it first appeared in cars but was still a revelation. Honda and Yamaha followed with optional electro/hydraulic ABS options and suddenly a new electronic age had dawned.

Electronics in motorcycles would soon progress to new levels and help bring the industry to the heights of today. The relatively short but intensively advancing period of the last few years would see ABS become incrementally sophisticated. Traction control and engine management systems — designed to suit power delivery with different riders' needs, riding abilities and environments — would become a mainstay feature in motorcycles across the globe, and more and more manufacturers would harness the capabilities of these refined electronics to hone in on specialised abilities.

Testament to this are the high-tech wonders we ride today. A result of the changing demands of this modern market, the motorcycle is being developed into ever more specific machines, each as different and varied from the next and designed for specified riding categories.

From hyper sportsbikes such as the BMW S1000RR and the Kawasaki H2, and the mega tourers coming out of the Honda and Harley-Davidson factories, to adventure machines such as the Ducati Multistrada, KTM 1290 Super Adventure and BMW R1200GS, bikes today are engineering marvels that continue to astonish with every new development.

The past 60 or so years of development have been a journey filled with challenges that have each been expertly negotiated by mankind's ingenuity. It may seem like it's been a long and arduous road, but it's also been an extraordinary one. And long may it last. **ARR**

■ Kawasaki H2



TESTING, TESTING

Put through their paces are Bell's new adventure lid, a handy ignition key device and a great set of sporty gloves



BELL MX-9 ADVENTURE

I still cannot work out whether I prefer goggles or a visor for my helmet when I'm riding dual-purpose bikes. Either way, it's a compromise, but so is everything when you're talking about adventure-touring bikes and gear. In the case of Bell's new MX-9 Adventure helmet, it's the meeting point of visor-equipped road helmet and peak-equipped off-road helmet. And in that guise, it works very well.

Furthermore, its face opening is large enough that you can ditch the visor and use goggles instead. Alternatively, by keeping the visor and removing the peak, you can have a more road-oriented helmet so it's quite versatile. The visor comes off after you remove two screws using only your fingers; the peak is fixed by those same two screws plus a third on top, and if you take it off you must screw on two discs designed to hold the visor. It takes only a minute to convert from one configuration to the other.

Perhaps I'm lucky, but the Bell's shape is perfect and a snug fit for my head. I'm size L, but if you're larger or smaller you're not penalised in weight or protection because Bell makes the MX-9 Adventure from three shell sizes. In some brands all sizes are fitted into the same extra-big shell, and the better brands use two shell sizes. Having three is very good.

Bell's nominal claimed weight for this

polycarbonate helmet is 1450 grams, which must apply to the smallest size. My size L weighs 1720g with visor and peak fitted. That's not a bad weight by any standards, about on par with most quality lids. As such it's comfortable, not just because of the weight and the snug fit, but also because of the lining. It's a soft, smooth material with moisture-wicking characteristics, and it's said to be anti-microbial and anti-bacterial for improved hygiene. The interior can be removed for cleaning and is held in place by press studs.

The interior also has air channels in it to help keep you cool, an important consideration on this style of helmet. The large face opening, of course, lets in masses of air when the visor's off or up, but there are air intakes in the shell too. Of those, only the one in the chin can be closed when you're riding transport sections in cold air, so you may feel too cold at times. As I said, it's always a compromise. With the Bell, when the visor's on it's much cosier than in a typical off-road-style helmet with air pouring through it, but when I was out adventuring in warm weather, my head never felt like it was steaming so the balance between the two seems to be good.

However, when the going got slow and sweaty, as it often does on a decent adventure ride, I invariably ended up riding with the



↑ Big chin vent lets in plenty of filtered air



↑ With peak and visor, the MX-9 is ideal for adventure riding



↑ Ready to go in road mode with peak removed

visor up and wishing I'd fitted goggles. After coping dust and water in my eyes, I got in the habit of wearing wrap-around sunnies under the helmet for those times when I had to lift the visor to keep my cool. That was a good solution for most occasions and helped me come to the conclusion that a visor is better than goggles for an extended tour where the proper challenges make up only a small percentage of the trip.

I learned very quickly that the visor had to be all the way down or all the way up in order to take advantage of the excellent field



“The quality is certainly good, with no disappointing signs showing up after a number of long and arduous trips in the MX-9”

of view provided by the face opening. The visor features a series of three-dimensional curves in the middle of its bottom edge, and you can't see through them. Open the visor a crack and your instruments are obscured; open it halfway and you can't see the road clearly. On the positive side, these curves, along with the tab in the middle, enable you to open the visor quickly from either side or the middle.

Another habit I've got into is leaving the

peak at home if I'm expecting an easy ride on fast roads without much chance of riding into the sun often. Peaks are great until you start getting to speeds where the wind catches them and suddenly lifts the helmet; not good for the neck. Still, most of the time I now wear the MX-9 Adventure in its primary configuration with peak and visor, which seems to be about right in most situations.

An advantage of goggles over a visor is that they don't tend to fog up as much, or

when they do it's usually because you've stopped and they'll clear as soon as you get going again. The MX-9 Adventure's visor acts similarly to goggles in this regard, and I've experience minimal hassles with it on cold, damp mornings. And unlike goggles, if the fogging is persistent you can always flip up the visor to see clearly and let the airflow clear the moisture.

The Bell isn't quiet, so earplugs are a necessity. The generous vents, stubby chin design and peak all contribute to wind roar, and I didn't expect any sound-killing characteristics from the helmet.

The quality is certainly good, with no disappointing signs showing up after a number of long and arduous trips in the MX-9. The fact that it has a five-year warranty indicates the faith Bell has in its product — that's pretty much the life expectancy of any helmet, so they're backing it to the end. Bell has given it some pleasant touches, including the foam filter in the chin vent, which keeps dust away from your face.

For all this, the price looks excellent. For less than \$250 you're getting a good-looking, beautifully comfortable, functional and versatile helmet tailor-made for the variabilities of adventure riding.

— MICK MATHESON



↑ Most vents are permanently open to airflow



↑ You don't need tools to remove visor and peak



↑ The face opening is big enough for goggles

DETAILS

Price: Graphics \$249.95, solid colours \$239.95

Sizes: XS-XXL

Colours: Black/hi-vis, black/red, white/black, black, hi-vis, white

Info: www.monzaimports.com.au

ORBITKEY

Not only do loose keys scratch the hell out of a bike's top triple clamp and everything around the ignition, they can wear holes in the waterproof pockets of your riding gear. It's good to keep them encased and organised. The Orbitkey provides one method of doing that in a neat and elegant way.

It's a simple setup — a leather loop that surrounds your keys, holding them all together at the top with enough strength to prevent them easily poking their ragged ends out yet keeping them accessible for when you need them.

Unlike the bulky wallet-type key pouches, the Australian-designed Orbitkey is made for holding fewer keys, so it's good for those who've kept their key collection down to a modest level. That limit is dictated by the width of the fastening pin, which is ideal for three standard key thicknesses. If you have fewer keys, use a spacer; many more and you'll



↑ Set up keys in order inside for convenient access



↑ Bike key outside, other keys inside

“The Australian-designed Orbitkey is made for holding fewer keys so it's good for those who've kept their key collection down to a modest level”

compromise the Orbitkey's ability to hold everything securely.

There's a D-ring included, to which you can attach other items. That might be your bike's main key, with all the other keys in the Orbitkey; it could be the fob of your modern

keyless-ignition bike. Whatever works.

The loop is just long enough to accommodate the longer style of ignition key that most bikes use these days. If you do put such a key inside the loop, rather than on the D-ring, the fat plastic bow will limit the number of other keys you might be able to fit into the Orbitkey. For me, I found it best to have house and garage keys inside the Orbitkey and the bike's key on the D-ring. When I used it with the BMW's fob, well, there weren't many other options really!

There's a spring washer pressing against the keys on the pin. This prevents them rotating out very easily. Keys tend to stay inside the protective leather, away from your bike's metal and plastic, as long as the ride's not too jolting or, in the case of a bike with side-mounted ignitions, if the wind doesn't fling them about too violently. On bikes where this was a problem, I just wrapped a small rubber band around the Orbitkey to hold the keys in.

The Orbitkey's design is cool. For starters, it's made of leather (elastomer is also available) and brushed aluminium — classy. Second, the pin's male half screws into the female and then locks into place with a subtle little catch under its head, ensuring it won't come undone until you help it. No chance of keys disappearing down the road somewhere. Accessories include a bottle-opener and USB flash drives.

Orbitkey is a handy and handsome way to carry your keys and protects your bike's finish. — MM



↑ Keys, with optional bottle opener, come out like pocketknife blades

DETAILS

Price: Leather \$39.95, elastomer \$29.95

Colours: Various

Info: www.orbitkey.com



IXON RS BURN HP

Except when it is raining, cold or I am at the racetrack, I like my gloves short. Short gloves that cover just over the end of your forearm bones is all I want a glove to do. Short gloves don't restrict wrist movement, are not a pain to do up over your jacket, and they also fit in your jacket pocket. They are convenient for these reasons and they also look more stylish than full-length gloves.

Short gloves are a fashionable choice and range from the most basic protective pieces to a race glove with the cuff removed. Price dictates features with gloves, and for just under \$130 there's a lot of value in the Ixon RS Burn.

The Burn fits like a race glove; there's a bit of a squeeze required to get them on. Once your hands are in you get a good sense of how well armoured they are while still allowing good finger movement.

What can be best described as a palm scraper, this piece of plastic is quite rigid and the side of your hand saddles into it. Initially

it felt odd on the handlebar, but as the glove has softened up it is feeling less obtrusive. A fabric pad on the index fingers allows you to operate a touchscreen with your gloves on. This is something I've occasionally done and is especially handy on touchscreen GPS systems.

The glove lining is a soft fabric and there are no annoying seams or panels inside the glove. Both the knuckle and cuff protectors are supply cushioned.

Unlike other shorty gloves I have, these ones have a slight tongue that covers the lumpy end of your ulna. The flap serves as a wind deflector on my cuffed leather jacket and kept the cool air blowing up my arm. This has meant I wear these gloves on anything but the coldest winter days. — MATT SHIELDS

DETAILS

Price: \$129.95

Sizes: S-3XL

Colours: Black and black/white

Info: www.ficeda.com.au

WHATZ NEW

READY TO WORK

The Pro Series Moto toolkit is a top-quality 52-piece toolkit in a roll made especially for motorcycles. It contains all the typical tools you'd expect to find, like spark plug sockets and ring and open-end spanners. There is also an extensive selection of sockets, 3/8 drive set with 1/4 adapter, pliers, tyre pressure gauge and bits.

Price: \$179

Visit: www.kenma.com.au



PLAYTIME

Ride is a new game for PlayStation 3 and 4, Xbox One and 360, and Windows PC. It features more than 100 bikes, in Superbike, Supersport, Naked and Historical bike categories. You can choose to ride a variety of city, country and historic circuits, the gender of your avatar and even their haircut. The options for riding gear feature everything from full leathers to jeans and T-shirts! The real highlight of the game is the choice of bikes. Most of the machines are popular new sportsbikes and nakedbikes. Highlights are a few sportsbikes from the '80s and '90s, such as the RC45, OW01 and Tesi 1D.

From: EB Games and JB Hi-Fi

Price: \$99.95

Visit: www.ridevideogame.com.



FLIPPED LID

Shark has produced what it calls one of its “most functional and lightweight helmets to date.” The Evoline Pro Carbon is made from a combination of carbon aramid fibre and multi-axial glass fibres. The liner is made from bamboo which is great at wicking away moisture. It is easily cleaned and doesn’t hold odours like other fabrics do. The helmet has a flippable chin piece and an internal sun visor, making it ready to deal with any riding condition.

Sizes: 54 to 62

Price: \$799.95

Visit: www.ficeda.com.au

**SAFE AND SOUND**

SXP Locks is China’s largest security-lock brand. SXP products achieve European and American quality, strength and design certification. The range of products varies from a compact disc lock through to a hefty padded chain lock. Started in 1988, SXP is a well-established brand with a vast product range including chain, cable, disk, armoured and U-shackle locks. They also do ground anchors.



Price: Starting at \$9.95

Visit: www.linkint.com.au



DRY COVERS

Touratech's outer waterproof gloves are a great alternative to carrying waterproof gloves. They have an abrasion-resistant material on the palm and fastening is by adjustable elastic strap. The over-gloves pack small to save on space and keep your hands warm and dry when fitted over your riding gloves.

Sizes: Small to 3XL to cover thin or thick gloves

Price: \$48

Visit: www.touratech.com.au

BEER ON THE BRAIN

This is the RoFo Motorcycle BevDisHeadgear (abbreviation for RoFo Beverage Dispensing Headgear). Made of lightweight food-grade-quality plastic, it holds three litres, which is eight stubbies. Looks like a great way to spend a Sunday night watching the races!



Price: US\$29.95 (approx. AU\$38)

Visit: www.RoFoHeadgear.com



NEW AND INTERESTING STUFF

STYLISH SAFETY

The Spidi X-Zero is a sporty and stylish riding shoe. Made from a lightweight, abrasive-resistant material, they also have a reinforced toe and heel. Ventilation in the heel keeps them cool and comfortable to walk around in. Keeping safe and stylish has never been so easy!

Sizes: 38–48

Colour: Black

Price: \$245

Visit: www.motonational.com.au



BODYGUARD

Rukka has a pair of new protector vests. The Kastor is a sleeveless jacket, the Cepi is more like a traditional waistcoat with shoulder straps. Made of elastic Stretch Cordura, both vests have full-size back protector and a large chest protector. The armour is soft and breathable and can be worn beneath other protective garments. Both vests feature a front zipper and a long zipper at the bottom hem that allows connecting the vest to any Rukka trousers. The Rukka dealers offer the Kastor protector jacket in Kastor S-XXL, Cepi S-3XL.

Price: Kastor \$279, Cepi \$245

Visit: www.innotesco.com.au



READERS RITE

WINNER

■ What happens on the ride should stay on the ride ...



SPEED INTERPRETATION

I am enjoying ARR — a great read. The road test of the VFR800F by Geoff Seddon in #113 shows what a neat and capable bike the Honda is, and also Geoff's stamina spending a big day in the saddle! The test would have been just as good, or better, without printing a confession about hitting 180km/h. As a magazine editorial principle I reckon this should never appear, at least where it occurs on public roads. We all like to give it a spin as we see fit occasionally, but I reckon not in print please. There are a lot of younger riders out there glued to your pages who I don't think benefit from reading about the senior riders like Geoff setting this kind of example. How is the younger rider to interpret this?

Ian Taylor
Email

We don't often mention high speeds, as you know, but in some cases it's relevant enough that we do put them in. I believe in letting people make their own choices and don't think that the occasional mention of speeds in ARR is likely to make a young rider go out and try to do those speeds on their next ride. There are other, far more direct influences on them in everyday society. Just as I don't think we should be out there encouraging them, I don't think we should go too far in self-censoring to protect them. You certainly won't see ARR cheering anyone on to do 180km/h though, no matter how young or old. — Matho

Don't forget to write! We mean it. We love to hear from you and everyone else does too; these pages are among the most popular in the magazine. Preferably, keep letters under 300 words so we can fit more in, though we will allow the odd exception without taking to it with the editorial knife. Yes, we will chop 'em when we have to. Do include your real name and some contact details, just in case we need to clarify something. Please write to roadrider@universalmagazines.com.au or send mail to Road Rider, Unit 5, 6–8 Byfield Street, North Ryde NSW 2113 — **Matho**

WIN THIS LOOK HOT

Every issue we're giving away this beaut pack of Motul cleaning gear worth \$49.95. All you have to do to be in with a chance of winning is write to us. We'll pick what we think is the best letter every month and the top blokes at Motul will fire out this pack to whoever wrote it. Simple. Pack includes some of the best washing and detailing products on the market:

- Wash & Wax, a waterless cleaner that leaves a wax coating
- Moto Wash, good for all surfaces
- Scratch Remover, a micro-abrasive cream for painted surfaces
- Helmet & Visor Clean, to keep your lid and your view pristine.

Email roadrider@universalmagazines.com.au or mail to ARR at 5/6–8 Byfield St, North Ryde NSW 2113. We'll do the rest.



MOTUL

MINIMISING RISK

We're a risk-taking portion of the population. We choose to use motorcycles to enrich our lives. Obviously we need to mitigate any risk heading our way.

Being an older rider, as Seddo remarked in *ARR* #113, "less able to survive", there is one rule I maintain to remain shiny side up — keep enough road in front of you to stop. As a road designer, I am amazed that most motorcyclists love to ignore advisory speed signs (after all, corners are our thing). Everyone seems to think they are only for trucks or other heavily laden vehicles and present a challenge. They are there to advise the speed you'll need to be doing so you can slow right down when you can see the pavement ahead is obstructed or no longer a grippy surface.

When cornering hard we use up most of the available grip of our tyres. Unfortunately, to slow quickly we have to be going in a straight line. The two criteria don't correlate very well.

I try to ride with enough visible pavement ahead to slow safely and allow me to get off the road, if necessary, so following traffic doesn't collect me, especially when cornering or simply following larger vehicles. You never know when you'll come across a thrown tyre tread, pothole or patch of gravel.

Andrew Digby

Brisbane

I agree — if you can't stop within visible distance, you're probably going too fast. The other thing that slows me even further in some situations is the consideration of oncoming traffic's stopping distance. After all, there's no point being able to stop in your own distance if some oncoming driver runs you over! — Matho

WHAT THE PROBLEM IS

I was lent a copy of your Jan/Feb edition and was interested in what Greg Reynolds writes about the disappearance of the wave. Greg's article carefully tiptoes along the fence so as not to upset individuals and/or groups and he alludes to what I think may be the real reason.

I often wondered about the same thing 10 to 15 years ago and at the time I put it down to two things, but I'm now sure a more complex reason is evolving. As Greg pointed out, when us older riders bought our first bikes, it was common that you bought a particular brand and you were loyal to that brand. You also knew you were becoming part of a culture opposed by governments and that apparently frightened the public, and that all of us were temporary Australians. People called you a "bikie" even in your brightly coloured European leathers and we all politely professed our objections when accused.

These days, motorcycles are bought to satisfy an individual's desire for personal freedom or to express their inner personality or inflate their ego. Some just commute on them. I'm a sports/touring bike rider and for my whole riding career, nearly 40 years, I've never waved at a

■ It's a bit hard to wave when you are just trying to hold on ...



"If Harley make and sell it then it must be good" has become a shining light for new buyers.

Harley rider and they have never waved at me. This was one of the two things. The other thing I thought was to do with the growth of what I called "born-again motorcyclists". I was a Q-Ride instructor back then and I noticed a common theme with newer riders was a total lack of knowledge and disinterest in what I'd call other and obscure brands, apart from Harley-Davidsons. There seemed to be only two types of motorcycles to born-again — cruisers, that is Harley and their imitators, and dirt bikes.

I owned and still own a few '70s Italian bikes that fit the obscure definition and every student I taught had never seen, let alone heard of, some of them. It seemed to me that many of these new riders were basically products of the success of Harley's advertising campaigns to sell more than motorbikes.

I'm starting to think that people seem to believe the mythical hype about Harley-Davidsons but to the detriment of other brands. "If Harley make and sell it then it must be good" has become a shining light for new buyers. You are buying into more than a marque and I don't need to finish the sentence because this is the problem. New motorcyclists don't wave because they don't give a shit about motorcycling. Harley riders don't wave because they have never given a shit. This has been my interpretation but things have changed, as you discovered through your survey, and I think it's a correlation with our obsession with modern technology. Because multimedia provides a lot of people with all their entertainment and information, many old social and cultural precedents or perspectives are ignored in favour of more of the "right now" type of

advice and opinions.

You get it, you use it then you forget it. If you need it again you know where to find it. Motorcycle history is contained by the microchip so you don't need to know it. I wonder if we are changing slightly? What was important to us 30 years ago is available on a phone. Because we don't care for this anymore, maybe we also don't care for all motorcycling's traditions and loyalties either?

Riders don't seem to be part of a motorcycle culture these days so why would I wave at another motorcyclist when I'm out doing what I do — and besides, you can watch my video on YouTube later on if you're interested. I think technology has done more than just change the way we think and I believe it's changing our behaviour as well. Our senses are being stimulated by computers instead of precedent; people used to experience things but now they can just do a virtual version anytime, anywhere. This is why I think less people wave and it's not going to change back unless Harley-Davidson runs a campaign to correct it.

Chris Morison

Email

You've touched closely on much of the problem, in my opinion. Technology and changing attitudes based on a more self-centred view of the world are probably prime reasons why fewer people acknowledge other riders. I've seen the HD owners' lack of interest in anything other than Harley-branded things, though I do wonder if that hasn't been the case since well before the birth of modern Harley riders after the Evolution models were introduced. They ►

didn't wave when they rode shovelheads. I smiled when you wrote "you can watch my video on YouTube later". I'd rather use that time to take a real ride. — Matho

ANOTHER WAVE

Gregor's recent comments on the demise of the wave struck a chord. As a rider of 25 years, I too have noticed the steady decline in waves being returned by our motorcycling brethren over the past few years to the point where a wave being returned is the exception, rather than the rule.

It's a sad state of affairs when we can't acknowledge a fellow rider. On a recent trip from home base in Melbourne to the NSW north coast, I decided to make a mental note of which riders returned a wave, or at least a nod.

My results were similar to Gregor's. I found the most likely to return a wave were adventure bike riders. The least likely were cruiser riders. I won't delve into why this might be! I had

almost given up hope when a strange thing happened towards the end of the trip. I started to notice that not only were a significant number of riders returning a wave, but more than a few initiated before I had a chance to.

What prompted the sudden change? It can only be the sheer number of *Australian Road Rider* readers that had seen Gregor's article! Maybe not, but it was heartening to see that all is not lost. Let's get back behind the wave and support our brothers and sisters who choose to ride.

Ian Crawford

Email

KEPT IN CHECK

I liked Geoff Seddon's article in *ARR* #113, where he says that "I don't crash". The more I thought about those words, the more I worried. I thought, that's me. These are words that I've used when justifying my motorcycling exploits to my wife and to others.

It seemed OK when I made those statements, but now reading the same from another, I don't think I'll ever say it again.

Just like Seddo does, I have been lucky enough to join a heap of like-minded mates and ride through the roads of the high country.

When someone does make an error and crash, I wonder whether they have uttered those same words to their loved ones?

As much as it irks me, the answer would be a yes. We are quick to analyse the crash and assure ourselves that the error couldn't be prevented. Yeah right.

According to my kids I'm a pig headed old bastard and don't listen when they try to teach me stuff. Geoff Seddon, in a very clever way showed me that to stay safe, I must never get big headed or think I'm good. Well done, keep that slate clean and thanks mate.

Reg Wilkinson

Email

SHARED EXPERIENCE

You may remember we met on the Ferris Wheels Himalayan Heights trip in 2007. I saw the photo of the BMW Sertao in Iceland in the May issue and thought I'd drop you a line. Last year I did my third Ferris Wheels trip and it was also on a Sertao in Iceland. What a wonderful experience! Brilliant riding with a terrific group of like-minded people and, as always, so well organised by Mike and Denise Ferris.

"My" Sertao was brand new — 3km on the clock when we pulled out of Reykjavik. It was so easy to handle and it gave me great confidence in the varied road and weather conditions we encountered. Never thought I'd barrel along a dirt road at 100km/h standing up on the pegs!

Last year I sold my much-loved V-Strom as I just wasn't getting any time to ride it, but since then I have decided to retire from full-time work so that will enable me to get back in the saddle. I've had a long-held dream of riding around Australia and the dream is now starting to become a plan. The likely timing is March/April/May 2016 and I'd appreciate any advice you or your readers can give me about such a trip, particularly whether, with a Melbourne start and finish, it's better to go clockwise or anti-clockwise!

I will be doing it solo so I will stick mainly to the bitumen and I'm thinking about getting a middle-weight cruiser for comfort and the ability to carry a small tent. Probably campsites and caravan parks rather than wild camping as you can meet more people that way.

Thanks for the great job you're doing with *ARR* — it's almost always a cover-to-cover job when it lobs in my mailbox. Just keep those sports bikes down to the minimum!

David Francis

Email

Good to hear from you, David. That FW Iceland trip is a ripper, isn't it? I really enjoyed the Sertao on my ride. I'll let your letter open up a discussion about the trip you're planning. I've never really been convinced that one direction is better than the other when doing a lap of Australia, but perhaps we'll both learn something from the responses. A lot depends on how long you intend to take for the trip.

The main guidelines are to avoid the Nullarbor in the summer months and, more importantly, avoid the tropical north in the wet season (summer again!). Neither is a hard and fast rule in my opinion, as you

can cope with both as long as you don't let yourself get caught out on the road if a cyclone hits. I like your idea of staying in caravan parks etc for the social side of things.

If you're travelling on your own you'll enjoy the company when you stop, I reckon. The cruiser would do the trip well. Have you ridden one any distance, though? For some people, they're not as comfortable as bikes like V-Stroms — they can put more pressure on your lower back. You can, of course, tailor the riding position to a fair degree, but it'd be worth checking things out before you commit. — Matho



■ And you thought Tasmanian winters were cold ...



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ROAD BIKE & SCOOTER PRICE GUIDE

Can I afford it? Is there something better for the money?

New bike prices can go up and down like the stock market, so in every issue we'll bring you the sticker prices. To be completely up to date with things like factory discounts and incentives, check the *Road Rider* website (www.roadrider.com.au) where we will bring you all the special deals, bonus offers and cashback promotions we can find.

We have included the importers' websites, which is the place to go if you're looking for more information. You'll see that we haven't listed every bike on the market (yet) but we aim to get there with all of them.

Sometimes even we struggle to find the details of the smaller, newer importers. Meanwhile, enjoy this most meaningful of Australian bike listings, covering the bikes you're interested in.

The prices are the most up-to-date ones available from the distributors. They may change, of course, subject to specials coming and going.

We've also made it abundantly clear which prices are ride-away and which don't include on-road costs; the difference to your final payout can be significant, so don't compare apples with oranges.

BRAND & MODEL WE SAY PRICE

APRILIA www.aprilia.com.au

Aprilia prices are maximum recommended advertised ride-away price.

Road

Shiver Sport 750 ABS.....	Oh so good	\$14,000ra
Tuono V4R APRC.....	Upright sportsbike	\$22,000ra
Tuono V4 1100 RR.....	Naked 1100cc V4? Yes!	\$23,000ra
Tuono V4 1100 Factory.....	Take the RR and add more.....	\$25,000ra
RSV4 R APRC.....	High tech, high spec.....	\$24,000ra
RSV4 RR.....	Higher spec, higher speed.....	\$25,000ra
RSV4 R Factory APRC ABS.....	Racing black.....	\$30,000ra
RSV4 RR Race Pack.....	Ready to race.....	\$31,000ra

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Caponord Touring	Truly great all-rounder.....	\$23,000ra
Caponord Rally.....	The hardcore Capo	\$24,000ra

Scooters

SR50R Carb SBK.....	Biaggi replica	\$4000ra
SR MT 50 2T	Entry point	\$2925ra
SR MT 125 4T	Cheap commuting	\$3900ra
SR MT 125 4T SBK LE	SBK-styled commuter	\$3900ra
Scarabeo 200 ie.....	Crisp performer	\$5900ra
SR Max 300	Do it all	\$8000ra
SRV 850 ATC ABS	Large with the lot.....	\$15,000ra

BENELLI www.urbanmotoimports.com.au

Road

BN251	Nice starter	\$TBA
BN302	Italy's reponse to the 300cc LAMS.....	\$5590+orc
BN600i.....	Base-model mid-sized four.....	\$8990+orc
BN600S LAMS	New LAMS model	\$8990+orc
BN600R	New sporty naked bike.....	\$9990+orc
BN600RS LAMS.....	Another new LAMS model.....	\$9990+orc
BN600GT	Mid-size sports-touring	\$8990+orc
BN600GTS	LAMS model.....	\$8990+orc
TNT 899	Mid-sized entertainer	\$16,990+orc
TNT 1130R.....	Naked dynamite.....	\$22,690+orc
Tre-K 1130.....	Out of the ordinary	\$18,490+orc

Adv Touring

TRE-K Amazonas	Be an individual	\$19,690+orc
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BIMOTA www.urbanmotoimports.com.au

Road

BB3	1000cc BMW, Italian flair.....	\$72,888+orc
DB5R.....	Light and lovely sportsbike.....	\$37,990+orc
DB8 Oro Nero.....	Expensive excitement	\$84,990+orc
Tesi 3D Naked.....	The full skeleton on show.....	\$55,990+orc

Ducati's Streetfighter 848 has had its price reduced to \$17,490, a \$1500 saving on the old price



DB9	Muscle streetfighter.....	\$44,990+orc
DB9S.....	Sharper on the street.....	\$46,990+orc
DB10	Sharp style.....	\$37,290+orc
DB11	Testastretta 11 at last.....	\$56,990+orc

BMW www.bmwmotorrad.com.au

Road

F 800 R.....	Neat naked parallel-twin	\$13,100+orc
S 1000 R	Naked supermodel	\$19,290+orc
S 1000 RR.....	Still the one to beat.....	\$22,990+orc
S 1000 XR	Available mid-year.....	\$22,190+orc
HP4 Competition.....	For serious sports riders	\$32,450+orc
R 1200 R	Now with liquid cooling.....	\$21,950+orc
R 1200 R Sport	Naked and fit boxer	\$22,350+orc
R 1200 R Exclusive.....	Naked and special boxer.....	\$22,350+orc
R nineT	Simplicity with max style.....	\$21,250+orc
R 1200 RT.....	Have your cake and eat it.....	\$30,790+orc
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K 1300 S	Autobahn eater	\$23,990+orc
K 1300 S Motorsport	Flashy sports-tourer for 2015.....	\$28,990+orc
K 1600 GT	Power touring	\$35,990+orc
K 1600 GT Sport.....	Luxury but lighter, sportier	\$36,490+orc
K 1600 GTL	Euro luxury touring	\$37,590+orc
K 1600 GTL Exclusive.....	VIP.....	\$42,500+orc

Adv Touring

G 650 GS.....	You'll be surprised	\$9990+orc
G 650 GS Sertao.....	Rough it or not	\$10,990+orc
F 700 GS	Not really a 700	\$12,890+orc
F 700 GS	Low suspension model	\$13,140+orc

F 800 GS.....	Great adv tourer.....	\$16,690+orc
F 800 GS.....	Low suspension model.....	\$16,940+orc
F 800 GS Adventure.....	Go further.....	\$18,650+orc
F 800 GT.....	Dynamically designed.....	\$16,300+orc
R 1200 GS.....	All-road master.....	\$21,950+orc
R 1200 GS Adventure.....	Luxuriously roughing it.....	\$24,550+orc

Scooter

C 600 Sport.....	Sporty maxi.....	\$13,990+orc
C 600 Sport Special Edition.....	Here in October.....	\$15,090+orc
C 650 GT.....	Let's tour!.....	\$14,990+orc
C 650 GT Special Edition.....	Seat heating.....	\$16,665+orc
C 650 GT SE LS.....	Low suspension model.....	\$16,465+orc

BOLLINIwww.motorsportimporters.com.au**Road**

Speed 200.....	Economy ticket.....	\$2290+orc
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Cruiser

Retro 200.....	New releas.....	\$TBA
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CAN-AM (BRP)www.brp.com**Road**

Spyder RS SM5.....	The "Spyder" experience.....	\$19,990+orc
Spyder RSS SE5.....	Supersports auto.....	\$23,990+orc
Spyder ST SE5.....	The sports-touring Spyder.....	\$25,490+orc
Spyder ST LTD SE5.....	The ST with more.....	\$28,990+orc
Spyder RT SM6.....	New 1330cc triple engine.....	\$31,490+orc
Spyder RTS SE6.....	RT plus semi-auto and more.....	\$39,990+orc
Spyder RT Limited SE6.....	The full touring triple.....	\$41,990+orc

CF MOTOwww.cfmoto.com.au**Road**

VNight.....	Great learner.....	\$2690+orc
Jetmax 250.....	Freeway capable scooter.....	\$4190+orc
Leader.....	Not fussy.....	\$2190+orc
650NK.....	May ruffle some feathers.....	\$6290+orc
650TK.....	Bargain touring.....	\$7749+orc

Cruiser

V5.....	Where's the engine?.....	\$4190+orc
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CONFEDERATEwww.urbanmotoimports.com.au**Cruiser**

R131 Fighter.....	Heavyweight champ.....	\$POA
X132 Hellcat.....	Badass.....	\$79,990+orc
X132 Hellcat Combat.....	American war machine.....	\$94,990+orc
X132 Hellcat Speedster.....	American muscle.....	\$98,000+orc
X135 Wraith.....	Industrial art.....	\$POA
R135 Wraith Combat.....	American firepower.....	\$POA

DAELIMwww.daelim.com.au

Honda has unveiled a useful new ride-away pricing feature on its website. As ride-away prices vary from state to state, we are only able to quote prices without on-road costs included, but the new feature will give you an immediate and accurate ride-away price for any Honda you're interested in, based on where you live. As well as showing you a detailed breakdown of all the costs involved, you will also be given details of your closest dealerships. Check out www.honda.com.au, where you can see ride-away prices after clicking the "buy" buttons.



Aprilia has released its newest superbike, the RSV4 RR, featuring a racing chassis and a new engine that pumps out more than 200hp. Also available in a track-ready "race pack" model, it's available in dealerships for \$25,000ra and \$31,000ra.

**Road**

VJF250.....	Adequate style.....	\$3990+orc
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Cruiser

Daystar 250 EFI.....	Fat, feet-forward cruiser.....	\$4920+orc
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Scooter

Bbone.....	Its clothes are off.....	\$3490+orc
Besbi.....	Small and cute.....	\$2190+orc
S1.....	Nice style.....	\$2990+orc

DUCATIwww.ducati.com.au**Road**

Monster 659 ABS.....	Monster the LAM.....	\$12,990+orc
Ducati Scrambler Icon (Ducati Red) ..	Entry-level.....	\$12,990+orc
Ducati Scrambler Icon ('62 Yellow) ...	As above but yellower.....	\$13,140+orc
Ducati Scrambler Urban Enduro.....	For the burbs and backroads.....	\$14,990+orc
Ducati Scrambler Classic.....	Living in the '70s.....	\$14,990+orc
Ducati Scrambler FullThrottle.....	Flat track performer.....	\$14,990+orc
Monster 821 Dark.....	The little beast steps up.....	\$16,290+orc
Monster 821 Red.....	Red devil.....	\$16,790+orc
Monster 821 White.....	Angelic monster.....	\$16,990+orc
Monster 821 Stripe.....	Striped paint job.....	\$17,990+orc
Streetfighter 848.....	Precision fighter, special price.....	\$17,490+orc
Panigale 899 Red.....	Smaller, sweeter superbike.....	\$19,990+orc
Panigale 899.....	In white.....	\$20,490+orc
Hypermotard Red.....	A hooligan on wheels.....	\$16,990+orc
Hypermotard.....	In black.....	\$17,290+orc
Hypermotard SP.....	With tricked-up suspension.....	\$21,490+orc
Hyperstrada.....	Manners & madness.....	\$17,990+orc
Monster 1200.....	Original 1200.....	\$19,990+orc
Monster 1200.....	With stripes — order only.....	\$25,490+orc
Monster 1200 S Red.....	With better bits.....	\$24,290+orc
Monster 1200 S.....	In white.....	\$24,490+orc
Panigale 1299.....	100cc more for 2015.....	\$27,990+orc
Panigale S ABS.....	Electronic Öhlins!.....	\$33,990+orc
Panigale R ABS.....	Race passion.....	\$45,990+orc

Cruiser

Diavel.....	A true power-cruiser.....	\$24,490+orc
Diavel Red.....	The devil on your shoulder.....	\$24,990+orc
Diavel Carbon Red.....	Deal with the devil.....	\$30,290+orc
Diavel Carbon White.....	An angel in disguise?.....	\$30,490+orc
Diavel Titanium.....	Harder than steel.....	\$39,990+orc

Adv Touring

Multistrada 1200 ABS.....	4 in 1 with ABS.....	\$22,990+orc
Multistrada 1200 DVT.....	Smoother all-round master.....	\$23,990+orc
Multistrada S DVT.....	Higher tech, in red.....	\$27,990+orc
Multistrada S DVT.....	In white.....	\$28,490+orc
Multistrada 1200 S Touring.....	See the world.....	\$28,490+orc
Multistrada 1200 S Pikes Peak.....	Flashy paint job.....	\$31,990+orc
Multistrada 1200 Granturismo.....	Tour perfection.....	\$30,490+orc

PRICE GUIDE

Moto Guzzi's new California Touring SE has been priced at \$26,500ra, only \$500 more than the original model



ERIK BUELL RACING www.urbanmotoimports.com.au

Road		
1190RS Carbon.....	175hp, 176kg of joy.....	\$56,990+orc
1190RX.....	Sporting masterpiece.....	\$26,490+orc
1190SX.....	Superbike basis.....	\$23,490+orc
1190AX.....	The adventurous one.....	\$TBA

HARLEY-DAVIDSON www.harley-davidson.com

All H-D prices are ride-away.

Cruiser		
XG500 Street 500.....	Learner legal.....	\$9995ra
XL883L SuperLow.....	For the shorties.....	\$14,750ra
XL883N Iron 883.....	Iron tough.....	\$14,995ra
XL1200C Custom.....	Customary show off.....	\$18,750ra
XL1200X Forty-Eight.....	Retro cool.....	\$18,995ra
XL1200V Seventy-Two.....	Vintage muscle.....	\$18,495ra
XL1200T Super Low.....	Cool little tourer.....	\$19,250ra
VRSCDX Night Rod Special.....	Drag bike.....	\$27,250ra
VRSCF Muscle.....	Muscle me.....	\$26,995ra
FXDB Street Bob.....	Versatile.....	\$22,495ra
FXDBB Street Bob Special.....	Street smarts.....	\$23,995ra
FXDL Low Rider.....	Not laying low.....	\$23,495ra
FXDWG Wide Glide.....	Let your hair hang down.....	\$24,995ra
FXDF Fat Bob.....	Lay off the burgers, Bob!.....	\$25,495ra
FLD Dyna Switchback.....	Dress up, dress down.....	\$26,250ra
FLS Softail Slim.....	Slim, yet PH fat!.....	\$26,250ra
FXST Softail Standard.....	The original ride.....	\$27,250ra
FLSTFB Fat Boy Lo.....	Low bruiser.....	\$28,750ra
FLSTF Fat Boy.....	Big bruiser.....	\$28,995ra
FLSTN Softail Deluxe.....	Classy dude.....	\$28,995ra
FLSTNSE CVO Softail Deluxe.....	110ci, LEDs plus.....	\$44,995ra
FXSB Breakout.....	Urban street styling.....	\$29,495ra
FLSTC Heritage S'tail Classic.....	Visually beautiful.....	\$29,995ra
FLHRC Road King Classic.....	Be the king.....	\$32,495ra
FLHXS Street Glide Special.....	The original bagger.....	\$34,995ra
FLHXSE CVO Street Glide.....	110ci ripper.....	\$46,995ra
FLTRXS Road Glide Special.....	Dynamic, fixed-fairing tourer.....	\$34,495ra
FLTRXSE CVO Rd Glide Ultra.....	Maybe H-D's best tourer.....	\$48,995ra

FLHTK Electra Glide Ultra Ltd.....	Works burger.....	\$37,995ra
FLHTKSE CVO Ultra Ltd.....	110ci mega-tourer.....	\$50,995ra

HONDA www.honda.com.au

Road		
CB125E.....	Cheap commuter.....	\$2199+orc
CB300FA.....	250cc weight, 300cc power.....	\$5699+orc
CBR300.....	Big H attacks the Ninja 300.....	\$4999+orc
CBR300 ABS.....	The anti-lock brake option.....	\$5499+orc
CBR300R.....	Special edition.....	\$5199+orc
CBR300R.....	Special edition ABS.....	\$5699+orc
CB400A ABS.....	Bulletproof.....	\$11,199+orc
CBR500R.....	Sporty little twin.....	\$7499+orc
CBR500R ABS.....	ABS option.....	\$7999+orc
CB500F ABS.....	Sweet as.....	\$7499+orc
CB650F ABS.....	New naked four.....	\$9999+orc
CBR600RR.....	Versatile supersport.....	\$14,390+orc
CBR650F ABS.....	Mid-ranger with torque.....	\$10,599+orc
CTX700DA.....	Dual Clutch Transmission.....	\$10,899+orc
NC750SA ABS.....	The most practical naked bike?.....	\$8899+orc
VFR800.....	Tried and true package.....	\$14,699+orc
VFR800X Crossrunner.....	Sports-tourer goes all-rounder.....	\$14,599+orc
CBR1000RR.....	Ride what Casey rides.....	\$15,899+orc
CBR1000RR ABS.....	Blade with braking backup.....	\$16,899+orc
VFR1200F ABS.....	For the tech heads.....	\$16,999+orc
GL1800B F6B.....	Stripped Wing.....	\$25,199+orc
GL1800 Goldwing Luxury.....	The ultimate luxury tourer.....	\$36,299+orc

Cruiser		
VT400.....	Classic-styled LAM.....	\$9399+orc
CTX700N ABS.....	A bike for everything.....	\$9199+orc
VT750C Shadow.....	Classic appeal.....	\$11,749+orc
CTX1300.....	V4 cruiser with unique style.....	\$18,499+orc
VT1300CX Fury.....	Chopped dragster.....	\$15,599+orc
GL1800C F6C Valkyrie.....	Valkyrie returns with muscle.....	\$20,199+orc

Adv Touring		
CB500X ABS.....	Adventure sports.....	\$7599+orc
VFR1200X Crosstourer ABS.....	Smooth and comfy all-roader.....	\$17,499+orc

Scooter		
Dio 110.....	New kid in town.....	\$2699+orc
PCX150.....	Stylish and practical.....	\$4199+orc
NSS300 Forza.....	Sporty and flexible.....	\$6999+orc

HYOSUNG www.hyosung.com.au

Road		
GT250.....	Great beginner.....	\$2990+orc
GT650.....	Naked value and style.....	\$5190+orc
GT650R.....	Easy, sporty, affordable.....	\$5490+orc

Cruiser		
GV250 Aquila.....	Little cutie.....	\$3990+orc
GV650C Aquila Classic.....	LAMS value.....	\$6490+orc

INDIAN MOTORCYCLE www.indianmotorcycle.com.au

Cruiser		
Scout.....	Sportster meets V-Rod?.....	\$17,995ra
Chief Dark Horse.....	Lots of attitude.....	\$26,995ra
Chief.....	Leading the tribe back!.....	\$28,995ra
Chief Vintage.....	Signature heritage aesthetic.....	\$31,495ra
Chieftain.....	First Indian tourer/bagger.....	\$35,995ra
Roadmaster.....	Full-dress tourer.....	\$38,995ra

KAWASAKI www.kawasaki.com.au

Road		
Z250SL.....	New LAMS model.....	\$5299+orc
Z250SLA.....	New LAMS with ABS.....	\$5599+orc
Z300 ABS.....	Ninja turned streetfighter.....	\$5999+orc
Ninja 300.....	Even better again!.....	\$6199+orc
Ninja 300 SE.....	Tastes like lime.....	\$6399+orc
Ninja 300 SE ABS.....	30th Anniversary edition.....	\$6899+orc
ER-6n/nL ABS.....	Quirky.....	\$9999+orc
Ninja 650/L ABS.....	Mid-sized gem.....	\$10,499+orc

PRICE GUIDE

Ninja ZX-6R (599).....	Striking	\$14,999+orc
Ninja ZX-6R ABS (636) SE	Bigger, grunter, prettier	\$16,649+orc
Z800 ABS	Sharper.....	\$12,999+orc
W800SE.....	Nostalgic, relaxed cruising	\$12,499+orc
Z1000 ABS SE.....	Special edition.....	\$16,799+orc
Ninja 1000 ABS	A sword with soul	\$16,999+orc
Ninja ZX-10R	Non-ABS 30th Anniv model	\$18,999+orc
Ninja ZX-10R ABS.....	30th Anniversary model.....	\$20,699+orc
Ninja H2	Supercharged superbike.....	\$33,000+orc
1400GTR ABS	Transcontinental.....	\$24,999+orc
Ninja ZX-14R ABS SE	Special edition.....	\$20,299+orc
Ninja ZX-14R ABS SE Öhlins.....	Öhlins, white, gold, scorching	\$21,799+orc

Cruiser

Vulcan S	LAMS cruisin'	\$9999+orc
Vulcan 900 Classic SE	Classically glamorous	\$12,499+orc
Vulcan 1700 Classic ABS.....	Great blank canvas	\$19,999+orc
Vulcan 1700 Nomad ABS.....	Add a bit of bling.....	\$22,999+orc
Vulcan 1700 Vaquero ABS.....	Go to the dark side.....	\$24,499+orc
Vulcan 1700 Voyager ABS.....	Plush ride	\$25,999+orc

Adv Touring

KLR650	Bargain with a capital B	\$8099+orc
Versys 650 ABS	Appealing all-rounder	\$9999+orc
Versys 650L ABS	LAMS model.....	\$9999+orc
Versys 1000	Bitumen burner.....	\$15,999+orc

KTM

www.ktm.com.au

Road

390 Duke	Z300 beater?	\$7295+orc
390 RC	All new available soon	\$8295+orc
690 Duke R.....	The sportier motard.....	\$14,495+orc
1190 RC8 R	The orange flash	\$25,995+orc
1290 Super Duke R	Ballsy streetfighter.....	\$24,995+orc

Adv Touring

690 Enduro R.....	Extreme riders only	\$14,695+orc
1050 Adventure	Adventure stripped bare	\$17,995+orc
1190 Adventure.....	High-tech adventurer.....	\$23,995+orc
1190 Adventure R	Add more adventure	\$24,995+orc
1290 Super Adventure	The ultimate Adventure	\$26,995+orc

KYMCO

www.kymco.com.au

Scooter

Like 125	Fall in love	\$2995+orc
Super 8 125.....	Cool jigger.....	\$2895+orc
Espresso 150	I'll take a double shot	\$3199+orc

Triumph is pushing deeper into the adventure riding market with the addition of two new models to the Tiger 800 range. The new Tiger XRT and Tiger XCA, built on the up-spec "x" versions introduced earlier in the year, give Tiger buyers a more purposeful touring choice and off-road choice respectively. Both models include a larger 650W alternator, heated grips, heater seats, LED fog lights, rails to mount aluminium panniers, a mounting kit for a GPS, and a third power outlet. The more road-going XRT also has a tyre-pressure monitoring system for its tubeless wheels, radiator guard and a CNC brake reservoir. The off-road-focused XCA has CNC footpegs. The XRT is available now for \$17,890+orc and the XCA for \$19,390+orc.



Like 200	Classic performer	\$3495+orc
People GT300i	For the people	\$6345+orc
Downtown 300i ABS	All-rounder with ABS.....	\$7495+orc

Road

CK 125	No nonsense.....	\$2495+orc
Venox 250	Value and looks	\$6199+orc

LARO

www.laro.com.au

Road

V Retro 250	DT250 clone	\$2990+orc
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Cruiser

Cruiser 250.....	Learner's ride.....	\$3999+orc
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MEGELLI

www.megelli.com

Road

250S.....	Nice looker.....	\$4250+orc
250R.....	Italian styling	\$4850+orc
250SE.....	Sportsbike handling	\$5650+orc

MOTO GUZZI

www.motoguzzi.com.au

Moto Guzzi prices are maximum recommended advertised ride-away price.

Road

V7 Stone II.....	Minimalist retro.....	\$14,000ra
V7 Special II	Faithful to the original V7.....	\$14,500ra
V7 Racer SE	Limited edition marvel	\$16,000ra
1200 Sport 4V SE	Grunter	\$19,400ra
Griso 1200 8V	Grand slam	\$21,500ra

Adv Touring

Stelvio 1200 8V NTX ABS.....	Big brute.....	\$23,500ra
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Cruiser

California Audace.....	Old school style	\$TBA
California Eldorado.....	Blast from the past.....	\$TBA
California 1400 Custom.....	Kalifornia attitude.....	\$23,000ra
California 1400 Touring.....	All a Cali should be	\$26,000ra
California Touring SE	Special Edition.....	\$26,500ra

MV AGUSTA

www.mvagustaimports.com.au

All MV Agusta prices are ride-away.

Road

Brutale 675 EAS	Bit of oomph at a good price.....	\$15,799ra
F3 675	Sweet.....	\$18,699ra
Brutale 800 EAS	More power	\$17,699ra
Brutale 800 RR.....	More power, more handling	\$19,999ra
F3 800	Track performance	\$19,999ra
Stradale 800	An all-round MV.....	\$19,999ra
Turismo Veloce 800.....	All-roader, coming soon	\$TBA
Turismo Veloce 800 Lusso	Up-spec all-roader, coming soon.....	\$TBA
Brutale 800 Dragster	Nanananana Batman!	\$20,499ra
Brutale 800 Dragster RR	Batman meets Gucci	\$22,999ra
F4 1000	Beauty and the beast within	\$24,499ra
F4 1000 RR	Exotic weapon.....	\$33,999ra
F4 RC	The ultimate F4.....	\$55,880ra
Brutale 1090.....	More charm	\$17,990ra
Brutale RR 1090.....	Unleash the brute within	\$22,999ra
Brutale 1090 Corsa.....	Top jock.....	\$27,999ra

PGO

www.motorsportimporters.com.au

Scooter

Ligero 50	Good, little package	\$1990+orc
Ligero 150	Good, small package.....	\$3290+orc
X-Hot	It's a hottie	\$3990+orc
Gmax.....	Go to the max.....	\$4700+orc

PIAGGIO

www.piaggio.com.au

Scooter

Typhoon 125	Blow you away	\$3120+orc
Fly 150ie	Buzz around the city	\$3490+orc
Liberty 150ie	Big wheel freedom	\$4190+orc
Beverly 350	Higher performance	\$8690+orc
Yourban 300	Leaning three-wheeler	\$10,290+orc
X10 500.....	Big features	\$11,990+orc

PRICE GUIDE

Piaggio has added its three-valve motor to the best-selling scooter, the Fly 150, saying the change will increase service intervals from 5000km to 10,000km as well as improve fuel efficiency to less than 33.3L/100km. The scooter will also be capable of travelling at speeds up to 100km/h. And to top it off, the price is staying the same. You can pick one up for \$3490+orc.



ROYAL ENFIELDwww.royalenfieldaustralia.com

Road		
B5 Bullet 500	Fire your guns	\$7250+orc
C5 Classic/Military	Individual style	\$7550+orc
C5 Chrome	Lots of eye candy	\$7750+orc
GT Continental	Cafe racer like they used to be	\$8250+orc

SUZUKIwww.suzukimotorcycles.com.au

Road		
Inazuma 250	Let your inner zoomer out	\$4990+orc
TU250XL3	Retro learner	\$5990+orc
DR-Z400SM	Everyday motard	\$8990+orc
SFV650/LAMS	Commuting and fun duties	\$9990+orc
GSX650F/LAMS	Silky smooth	\$10,490+orc
GSX-R600	Angry bee	\$14,990+orc
GSR750	Naked cracker	\$10,790+orc
GSX-R750	The legend continues	\$15,990+orc
GSX-R1000	Even lighter and faster	\$18,490+orc
GSX-S1000	Naked superbike for 2015	\$TBA
GSX-S1000F	2015's new super-tourer	\$TBA
GSF1250S Bandit ABS	Long-distance ease	\$12,990+orc
GSX1250FA	A little bit of everything	\$14,990+orc
GSX1300R Hayabusa	Soar like an eagle	\$19,290+orc

Cruiser		
VL250 Intruder	Bang that drum	\$6690+orc
LS650 Boulevard S40	Big single cylinder	\$7990+orc
VL800 C50T	All-new class	\$10,990+orc
VL1500 C90T	Bad boy	\$15,490+orc
VLR1800T C109RT	Now as a tourer	\$18,990+orc
VZR1800 M109R	Beaut and brutal	\$18,990+orc
VZR1800 M109R	Black edition	\$19,490+orc

Adv Touring		
DL650 V-Strom	Deservedly a big seller	\$10,290+orc
DL650 V-Strom LAMS	Learner approved model	\$11,290+orc
DL650 V-Strom XT	Re-styled and updated for 2015	\$11,490+orc
DL650 V-Strom XT LAMS	Learner approved	\$10,990+orc
DL1000 V-Strom	Powerfully competent	\$15,490+orc

Scooter

UK110 Address	New city slicker	\$2490+orc
AN200A Burgman 200 ABS	The smallest city burger	\$5490+orc
AN650A Burgman ABS	A maxi to tour on	\$13,590+orc

SYMwww.scoota.com.au

Scooter

Classic 150	Noble ride	\$3199+orc
VS 150	Branch away	\$3549+orc
Symphony 150	Sporty big wheeler	\$3399+orc
HD Evo 200	Whacko!	\$5199+orc
CityCom 300i	Practical and competitive	\$6099+orc
Firenze 300	Full of features	\$6199+orc
MaxSym 400i	Ride-away price	\$8449+orc

TGBwww.tgbscooters.com.au

Scooter

Bellavita 125	Very chic	\$3990+orc
X-Race 150	You'll need knee sliders	\$2590+orc
Bullet 150	Small-calibre projectile	\$3390+orc
Xmotion 300	Smooth mover	\$4990+orc
Bellavita 300i	Very chic, and bigger	\$5490+orc

TORINOwww.torinomotorcycles.com.au

Torino ride-away prices are mostly Sydney-based and may vary elsewhere.

Cruiser

Veloce 250	American styled	\$4695ra
Titan 250	Chop chop	\$TBA

Scooter

Galetta Retro	Plenty of features	\$2195ra
Aero Sport	Cut the wind	\$2195ra
Famosa	City chic	\$2395ra
Messina Classic	New retro (Vespa) beauty	\$3495ra

TRIUMPHwww.triumphmotorcycles.com.au

Road

StreetTriple 660 LAMS	Learner-legal thrills	\$12,490+orc
StreetTriple 675 ABS	Streets ahead	\$12,990+orc
StreetTriple 675 R ABS	Even further ahead	\$13,990+orc
Daytona 675 ABS	Supersport gem	\$14,990+orc
Daytona 675R ABS	Track day heaven	\$16,990+orc
Bonneville	Tradition reborn	\$12,490+orc
Bonneville	Two tone	\$12,990+orc
Bonneville T100 Black	Livin' in the '70s	\$13,490+orc
Bonneville T100 A2	Nostalgia rules	\$14,250+orc
Bonneville T100 SE	Special edition	\$14,990+orc
Bonneville Newchurch SE	April 2015	\$12,990+orc
Bonneville T214 Land Speed LE	Coming soon	\$14,490+orc
Bonneville Spirit SE	April 2015	\$13,990+orc
Scrambler	Dirt track racer	\$14,390+orc
Scrambler	Two tone	\$14,990+orc
Thruxton	To the café!	\$14,390+orc
Thruxton Ace SE	Ace Café special edition	\$14,990+orc
Speed Triple ABS	It's a gem	\$16,990+orc
Speed Triple R ABS	Sex on wheels	\$19,990+orc
StreetTriple RX SE	Inspired by the Daytona 675	\$14,990+orc
Sprint GT	All world capabilities	\$15,990+orc
Trophy SE	Superb tourer	\$27,990+orc

Cruiser

America	Easy urban rider	\$13,490ra
Speed Master	All round goodness	\$13,090+orc
Thunderbird ABS	Aptly named flyer	\$19,990+orc
Thunderbird ABSTT	Two-tone paint	\$19,990ra
Thunderbird Storm ABS	Thunderous	\$20,990+orc
Thunderbird ABS HAZE	Shine	\$21,990+orc
Thunderbird Commander	The bigger, tougher T-bird	\$21,490+orc
Thunderbird Commander TT	Two-tone paint	\$21,990+orc
Thunderbird LT	T-bird goes touring	\$23,490+orc
Thunderbird LTTT	Two-tone paint	\$23,990+orc
Rocket III Roadster ABS	What's not to love about 2300cc?	\$22,490+orc
Rocket X	Bad to the bone	\$23,490+orc

Rocket III Touring ABS.....	Reasonably easy to ride.....	\$24,490+orc
Adv Touring		
Tiger 800 XR.....	Great all-rounder.....	\$15,090+orc
Tiger 800 XRx.....	Hi-tech all-rounder.....	16,590+orc
Tiger 800 XRT.....	Equipped for touring.....	\$17,890+orc
Tiger 800 XC.....	The more hardcore Tiger.....	\$16,590+orc
Tiger 800 XCx.....	Hi-tech and hardcore.....	\$17,690+orc
Tiger 800 XCA.....	Equipped for adventure.....	\$19,390+orc
Tiger 1050 Sport ABS.....	More growl for the road.....	\$15,990+orc
Tiger Explorer 1200.....	True adventure-tourer.....	\$20,490+orc
Tiger Explorer Wire Wheels.....	The tougher version.....	\$20,990+orc

URAL

www.imz-ural.com.au

Road

T.....	Cult status outfit.....	\$18,500+orc
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Adv Touring

Tourist.....	WWII replica.....	\$20,400+orc
Bondi Tourist.....	Beach to bush tourer.....	\$20,400+orc
Ranger.....	Even tougher.....	\$21,600+orc
Bondi Ranger.....	New 2014 model.....	\$21,600+orc

VESPA

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A MILLIMETRE AT A TIME



■ Gianfelice Marasco has been a senior designer at the Ducati Design Centre since 2012

STORY: MATT SHIELDS

PHOTO: MILAGR

You can't envy the job of a motorcycle designer. Not often working alone, they usually work in teams of talented problem solvers who are the bridge between inspired thoughts, evolving technology, consumer demands, stringent cost limitations and quite often brand nostalgia. Every one of these factors can ultimately define a model's success or failure, and not one of them can be ignored.

Gianfelice Marasco has been a senior designer at the Ducati Design Centre since 2012. The new Multistrada DVT is his first project at Ducati, having worked on Honda's highly functional CB600F Hornet previously. What he says about the work done on the Multistrada update gives a fascinating insight into how detailed and difficult it is to design a high-class motorcycle.

First there's the overall concept or appearance that they're trying to capture — the general notion of what the bike should be, which is more about art and concept than it is about measurements and materials. The abstract nature of this can really stretch the designers, as Gianfelice explains.

"The most challenging part of this design was to try to reflect in the design the new engine characteristics," he says. "We have a more fluid, clean engine so we wanted clean and fluid lines. On the other hand we don't want to ignore the previous model so we kept some characteristics like the nose and the beak."

Beyond that, there's the nitty gritty of it, the more practical but still design-based work. "We were looking for millimetres everywhere: reducing engine cover sizes on the engine, making the tank wider and closing all the tolerances around it while keeping the same

Ducati Multistrada designer Gianfelice Marasco explains the intricacies of an update and how a fairing panel can become the most costly part of a new bike

fuel capacity of 20 litres," he says. "There was a lot of effort in the ergonomics — the bike is much slimmer so you can easily touch the ground. The tailpiece is slimmer because when you apply the panniers we wanted the mounting points to be integrated. We have the same volume in these new panniers but they are much narrower. The engine is 20mm higher and the seat is 20mm lower. The cylinder heads are bigger too with the DVT."

The work goes on right up until the factory hits the on button for the production line. The bikes at world launch were preproduction machines and there was still some fine-tuning to be done with the panel fit and finish.

"Between preproduction and production the only things we can change are better fit and finish — the injection-moulded plastic can be

fine-tuned, but that's it. No big changes now."

In fact, the injection-moulded plastic fairing panel was the cause for much discussion in the design process, according to Gianfelice. Part of that discussion illuminates the fact that sometimes the designer's art can overcome the beancounter's limits.

"The fairing panel was the most challenging part of the bike, and actually the most expensive part of the bike. Due to the shape, the mould for this panel isn't simple and requires a lot more processes to get its final form. Usually, it's just a very simple process but due to the shape — and there's one screw to hold it in for a clean look — it was very expensive. There were big arguments with the project engineer who is responsible for the budget. We wanted to keep the style!" **ARR**

"We were looking for millimetres everywhere: reducing engine cover sizes on the engine, making the tank wider and closing all the tolerances around it"

■ It may look similar to the previous model, but a lot of detailed design work has made it a very different machine



LOOKING BACK

America's motorcycle industry went through a boom time in the 1910s and '20s. The thriving trade was going well in the early '20s, particularly on the country's east coast. Brands like Henderson, Ace and Cleveland had superb machines and it was a period of great innovation.

It was all coming to an end. Black Friday came in October 1929 and the Great

Depression devastated American motorcycle manufacturing.

In an industry that was in a time of boom in the 1920s, by 1930 only Excelsior, Harley-Davidson and Indian remained. A year later, Excelsior would close. Harley-Davidson and Indian were left, and Indian only made it as far as the early 1950s. Indian is back today though, and how!



↑ A Washington officer and his Henderson Four in 1922

LOOKING FORWARD

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